TING AS A FINE ART. By Jack White. (Illustrated).
PHILIP SASSOON'S HOUSING SCHEME (Illustrated).

COUNTRY LIFE

VISTOCK STREET, STRAND, LONDON, W.C. 2.

L. XLVIII. No. 1251. [REGISTERED AT THE G.P.O. AS A NEWSPAPER, AND FOR CANADIAN MAGAZINE POST.] SATURDAY, DECEMBER 25th, 1920.

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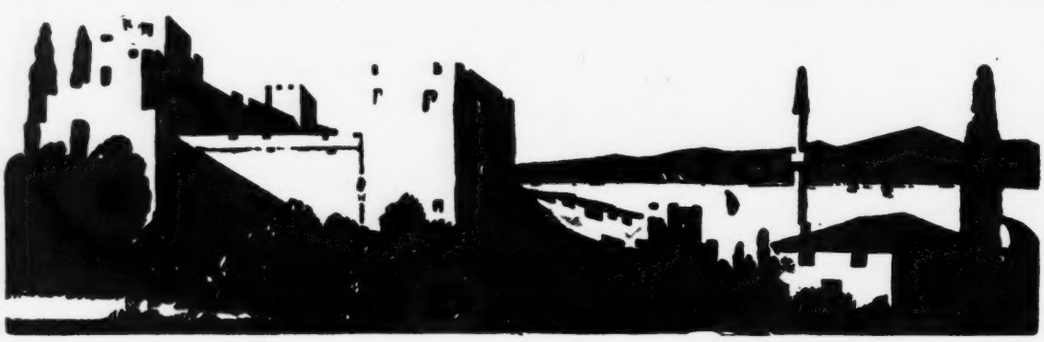
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BERTRAM PARK. 43, Dover Street, W.1.

LADY PEARSON, D.B.E.

COUNTRY LIFE

THE JOURNAL FOR ALL INTERESTED IN COUNTRY LIFE & COUNTRY PURSUITS

OFFICES: 20, TAVISTOCK STREET, COVENT GARDEN, W.C.2

Telegrams: "COUNTRY LIFE," LONDON; *Tele. No.:* GERRARD 2748.
Advertisements: 8–11, SOUTHAMPTON STREET, W.C.2; *Tele. No.:* REGENT 760.

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EDITORIAL NOTICE

The Editor will be glad to consider any MSS., photographs or sketches submitted to him, if accompanied by stamped addressed envelope for return if unsuitable.

COUNTRY LIFE *undertakes no responsibility for loss or injury to such MSS., photographs or sketches, and only publication in* COUNTRY LIFE *can be taken as evidence of acceptance.*

FARMERS AND STATE INTERFERENCE

USUALLY we are inclined to give very great weight to any decision of the House of Lords upon the question of agriculture. The members are to a greater extent than is the case in the House of Commons in close personal touch with the land and the farmer, and this practical knowledge is reflected in the good sense with which agricultural Bills are criticised. But in rejecting by a vote of 140 against 34 the control clause of the Agricultural Bill the Upper House has made a serious mistake. It is easy to understand how it came about. There are many, perhaps the majority, of farmers in Great Britain who understand the processes of their industry much better than any outsider. They consequently resent very much the interference by Government officials in their work. But the law is not made for the righteous but for the offending.

We do not think the farmers appreciate the changes effected by the war. Before, it used to be argued on more or less theoretic grounds that production of food in this country should be raised to its maximum because there are certain evils attendant on our dependence on foreign supplies that are too obvious to need pointing out. But in the course of the war this was demonstrated to be much more than an academic question. It was a matter of life and death. Farmers did not rise to the occasion until guarantees were offered them. The Bill continues similar guarantees so that any moderately expert farmer is absolutely insured against loss. This very much desired protection, however, is accompanied by a claim on the part of the State that the farming should be such as is synonymous with the expression "good husbandry." A phrase like that is vague and misleading. The wording of the Bill altogether was not what it should have been. The only way, as we have pointed out over and over again in these columns, to ensure the toning up of the weak or incompetent farmer, while at the same time respecting the freedom of the competent, is to do away with all phrases like "good husbandry" and make it a matter of payment by results. It is essential to the progress of a great industry that the utmost freedom should be enjoyed by those who bring brains to bear on their business and are not afraid to launch out into experiments that would be condemned beforehand by those who practise what we may call the legendary form of the craft. The only way to secure that end is to base the judgment on results only. There is no need for interference as long as a farmer produces from his ground crops of foodstuff equal to those on other holdings of the same character. The difficulty is that farmers do not realise that the war has brought in a new factor. The farmer has always owed something to his landowner and still more to himself. But now the State walks in and imposes a responsibility upon him that has not been laid upon the other industries of the country. It says, virtually, that there are many things that we can do without; they are not essential to the existence and well-being of the State; but food is a first necessity of life. On the farmer we depend for its production, and he must recognise that he owes a duty to the State as well as to the men from whom he rents land. There would remain no reason for giving him a guarantee of prices if he did not accept this responsibility. The State can only bind itself to make good his losses if it retains the power to see that the cultivation on his land is calculated to give best returns.

The other powers that are claimed now were freely exercised during the war and produced good results. It was found that oversight and criticism had the effect of raising the total produce of the soil and improving its quality. But as soon as the Armistice was signed a great many farmers thought that the end had come to their control by the State. Statesmen, however, very quickly pointed out that ordinary cultivation was not good enough and that the very best is not too good. The amount of money going out of the country just now for foreign and Colonial food would be sufficient to increase the comfort of all who are engaged in industry if it could be grown at home, and the war has shown that it is incumbent upon us to avoid the hunger and misery which have fallen on Continental countries through lack of food in war-time by improving the industry to its utmost limits. He who is doing badly must be obliged to do better, and he who is doing better must be stimulated to still greater exertions so that the huge bill for foreign food may be reduced, and in the event of another war we may be in a position to feed our own people, not, perhaps, as sumptuously and prodigally as we do in times of peace, but with a sufficiency to avoid the hardships of famine and scarcity. The House of Lords did not seem perfectly to recognise the importance of this change. Even Lord Clinton, who has an unusually keen interest in agriculture and a good practical knowledge of it, displayed a tendency to revolt against the continuation of control. We cannot wonder that the others followed his example. It is obvious that the productivity of the soil of this country should be increased, and if there is any other way of doing that beyond a good system of control it is up to the critics to describe it.

Our Frontispiece

A NEW portrait of Lady Pearson, D.B.E., is given on the front page of this issue of COUNTRY LIFE. A daughter of Mr. John William Fraser, she was married in 1897 to Sir Arthur Pearson, and has splendidly assisted him in his work for blinded sailors and soldiers. Lady Pearson has one son, Mr. Neville Pearson, born in 1898.

*** *Particulars and conditions of sale of estates and catalogues of furniture should be sent as soon as possible to* COUNTRY LIFE, *and followed in due course by a prompt notification of the results of the various sales.*



COUNTRY NOTES

ELSEWHERE in this issue will be found an article dealing with the housing scheme which Sir Philip Sassoon is carrying out at Folkestone. We would direct special attention to this, inasmuch as it shows that, even under the difficult conditions which prevail to-day, it is possible, by good organisation and a close study of details, to build cottages which can be let at something like an economic rent. Sir Philip Sassoon's cottages are let at 10s. and 12s. a week, plus rates and taxes. They are costing not more than £750, and they are giving a return of 4 per cent. on the capital invested. As will be seen from the plans published, the cottages are quite commodious and well equipped, and they are soundly constructed. Housing generally throughout the country is now being undertaken not only at a dead loss but at a heavy loss, and in view of this fact it is the more satisfactory to see that there *is* a solution of the housing problem. It demands, however, the personal initiative and skilful direction which Sir Philip Sassoon and his architects have displayed in this Folkestone scheme.

ONCE more we have the pleasure of wishing our readers a Merry Christmas. The old greeting has been repeated in greatly varying circumstances during the last few years. It was uttered with resolution during the dark days of the war, when England had braced herself to continue the long struggle until it ended in victory. It was spoken with rejoicing when the Armistice had been signed and peace once more attained. This year the prevalent feeling will be one of hope. There is much cause for misgiving in the world's outlook at the present moment. There is a skeleton at the feast in the shape of extensive unemployment. It is impossible to be wholly merry when we know of the thousands out of work and the little chance of enjoyment presented to them in the sternest month of the year. But that is not a reason for being downhearted. Out of rougher times than these the vessel of State has emerged triumphantly. All will be done that can be done to alleviate the misery of those who have no work to do. But the best service we can render them is in a hopeful spirit to attack the problems of the hour and bring back prosperity which, sooner or later, like sunshine, will once more flood the earth.

EXTREMELY varied are the hopes nourished in regard to the weather at Christmas. Even among the young there is a difference of opinion. Those who look forward to such rustic pleasures as sliding and skating naturally long for snow, but the boys and girls who are just beginning to enjoy the rapture of riding to hounds would look upon an icebound Christmas as a misfortune. Again, beautiful as fields are clad in a thin coating of snow and surrounded by hedges and trees white with rime, the hard outlook at the farm is not so pleasant. One of the worst consequences of the severe weather with which December opened was an immediate increase in the scarcity of milk. An end was put at once to that mouthful of green grass which is so conducive to the flow of milk. Farmers had at once to begin feeding from the stores accumulated during the year—their roots and hay, and so forth. It is unlikely that there will be any return to pasturage before the spring, as the grass during the long, fine autumn was too closely cropped. This may not improbably result in a still further increase in the price of milk. Fortunately the farmer is not so dependent on artificial feeding stuffs as he was before the war and during a great part of it. Still, all his crops, owing to the increase of wages, have cost a great deal more to produce, and hence a great deal of money must be spent upon the milk before it leaves the farm. Thus the pleasant and the picturesque are chequered with a certain amount of cloud as seen by the householder.

A MEMORY.

Pale mists a-creeping
Through the winter boughs,
A far voice at even
Calling to the cows.
Clinking of the milkpails,
Coughing of a ewe,
A bell beyond the inlet
Sounding "Couvre feu."
Lined across a low moon,
Black against the chrome,
Slowly, slowly flying
Tired rooks go home.

A. H. D.

SEVERAL autograph letters, manuscripts and other relics of Robert Burns were sold at Sotheby's on December 15th. One lot, made up of two manuscripts—that of the lines "On Captain Grose's Peregrinations through Scotland" and that of "To Mary in Heaven"—reached the truly remarkable figure of £645 before it was finally knocked down to Messrs. Maggs. This price is but one more proof of the amazing hold which the lines to Mary have upon the imagination, or perhaps one should say upon the sentiment, of the public. Burns was the author of some of the most purely lyrical poems in our language, but this poem, its tremendous popularity notwithstanding, is not one of them; indeed, one may say of it that it is the most typical example of that larger, conventional, and almost vulgarly sentimental portion of the poet's work, of which Healey and Henderson, in their preface to the Centenary Edition of Burns, said that it "appeals with persistency and force, on the strength of some broadly human qualities, to the world in general: for the reason that the world in general is rich in sentiment but lacks the literary sense." "To Mary in Heaven" is known, probably, to thousands of persons to whom most of those lines of Burns which make him dear to his most sincere admirers are quite unknown. It is strange to think that the poet who wrote such conventionalities as:

That sacred hour can I forget?
Can I forget the hallow'd grove,

could also, upon a similar theme, write such a beautifully natural stanza as:

How slow ye move, ye heavy hours,
As ye were wae and weary!
It was na sae ye glinted by
When I was wi' my dearie.

SIR PHILIP GIBBS, having won his spurs as war correspondent, is now entering upon a new career, that of Editor of the *Review of Reviews*. He is submitting himself to a severe test of versatility, but he may be counted upon to emerge from it with credit. The *Review of Reviews* may not be exactly an ideal field for his talents. When started by the late Mr. Stead it was intended to form a sort of epitome of the best periodical work of the time, though the restless genius of its founder was not content to remain entirely within these trammels, and he very soon added new features to it. We may expect Sir Philip Gibbs to develop the publication further in the same direction. It is very evident that he is not the sort of man to content

himself with an expert use of scissors and paste. One can easily imagine many ways in which the interest of the journal could be expanded: one at least would be quite within the original lines. Suppose that a critic were to name or even republish the best verse appearing in the various journals during the four weeks before publication of the *Review of Reviews* he might add considerably to that revival of English poetry of which we hear so much.

A DIFFICULT situation is being created in the wheat market. Farmers are rushing their grain into the market, partly because this is the time of year when they need money and partly because they are alarmed at the fall in the United States and Canada. But the miller is not responding with alacrity to their offers. He says a good deal of their wheat is of inferior quality and badly saved, to which the farmers are retorting with a request that the Government should insist upon a definite percentage of English wheat being used in all flour. Whether that will be acceded to or not is doubtful. The baker believes that the hard wheats which come across the Atlantic make a better loaf than the softer English wheats, and if prices of imported grain go down they will, on business principles, give the preference to that which is imported. This complication was only to be expected after it became known that both the United States and Canada had bumper crops which would allow of a considerable amount being sent to Europe.

IN the auction sale of farms it is difficult to account without local knowledge for the fact that tenants on one estate seem all inclined to buy and on another to hang back. A case illustrating the former tendency is that of Sir Everard Hambro's estate at Milton Abbey. It consists of 2,500 acres of the outlying vale and many of the tenants have bought their own farms. This is what we would like to see take place at every auction. But the very opposite has happened on various occasions. It certainly was not the case with Lord Lee's Stoneleigh estate, which was sold at Leamington and realised £24,900. The sum of £61,000 came from forty-four lots which were privately sold to the tenants previous to the sale. The tenants did not buy any holdings under the hammer. It is pretty evident that tenants everywhere would like to get possession of their land, but they much prefer sale by private treaty, probably because the landowner asks very reasonable prices, which, in most cases, are exceeded when it comes to a sale by auction. But this does not lessen his pleasure in seeing the land pass into the hands of those who cultivated it.

PUBLIC institutions are suffering as well as private individuals from the circumstances that have arisen after the war. The private citizen, in order to pay the heavy taxes, has to sell out his investments. The Blue Coat School has had to turn to the same remedy. They have sold ten thousand pounds' worth of property and, still not being able to cope with rising prices, the next step is to put up to auction the fine library which has been collected during the existence of the school. The procedure is softened a little by the explanation that a great number of the old and valuable books lie there practically unlooked at, whereas if they were purchased and retained by some of the big libraries they would be available to all kinds of students and investigators. No doubt, this is true, but it does not altogether dissipate the regret which one feels that the Blue Coat School should be forced to dispose of its valuable property. Yet something of the kind was inevitable, because in such an institution there can be no rise in income to correspond to the increase in the cost of living.

MANY solemn rites and pageants have occurred in the history of the English nation, but the burial of the Unknown Warrior excelled most of them in solemnity and in one respect instituted a new precedent altogether. It was the first occasion on which the proceedings were recorded on a gramophone. Stated thus it seems a little thing, but the imagination soon changes it into something great. We have only to think how much we would sacrifice to-day to hear voices that once were heard solemnly consigning earth to earth in Westminster Abbey. No one remains to give us an idea of them, but those who were not born at the time when the Unknown Warrior was buried will be able to hear the hymns sung and the service as it was performed in the living voices of those who took part in the ceremony. It is no wonder that the first edition of the memorial gramophone records were exhausted before publication.

ANYTHING which helps to give the villager a practical interest in the soil he cultivates makes, at the present time, for the stability of the country. For that reason the experiment made by Mr. J. F. Mason, an Oxfordshire landowner, will be watched with sympathetic vigilance. When one of his farms fell vacant he thought of a plan for selling a portion of it to a company formed of residents in the village or on his estate. There was a good response, and twenty acres were bought by them in the name of the North Leigh Land Company, Mr. Mason himself advancing the money on mortgage, to be repaid by instalments over twenty years, the interest charged meanwhile being 4 per cent. The land was distributed among the members and each is now digging and delving his little plot with profitable results as far as the great majority are concerned. The men are gardeners, carters, the village blacksmith and a few hands from the blanket factories at Witney. It looks from the outside as if a splendid system had been devised for providing them with allotments which are not rented but owned. To all of them it will offer a means of raising food economically for their own consumption, with probably a surplus for sale, and it will provide the factory hands with a healthy outdoor occupation that will act as an antidote to the disadvantages of a sedentary life. But most of all it is giving to these men a stake in the country that will not be any the less valuable because it is small. Good luck to the enterprise!

ALONE.

'Midst the roar and hum of the traffic,
And with hundreds of passers-by,
And the buzzing of human voices,
And smoke curling up to the sky,
With a glimpse of laughing faces,
And faces as hard as stone
I stand 'midst thousands of people,
But I stand alone, alone.

But afar on a woodland hillside,
With the murmuring of the breeze,
And the freshness of God's own morning,
And the songs of birds in the trees.
With the perfume of thyme and violets,
'Mid the grass as it bows and bends,
I stand—and with joy my heart trembles—
Alone, yet surrounded by friends.

HILDA M. SLADE.

IN this issue of COUNTRY LIFE will be found the second of a series of articles on Putting, by Jack White, who is well known as an ex-champion golfer and especially as one of the very best of all putters. Golfers are an eternally hopeful race: they are always dreaming of some wonderful improvement in their games, but as time goes on there are some hopes that die in their breasts. Those who are growing stouter and more middle-aged and began the game when the elasticity of youth was past cannot cherish the illusion that they will ever drive with the "young, insolent fearlessness" of Mitchell or Duncan. But there is no reason why any man or woman should not putt as well as is consistent with human frailty. Many golfers treat an inability to putt as something altogether beyond their control. Others do practise putting, but on the wrong lines, without any clear idea of what they should be striving for. To both these classes White's articles should prove a help. Not only will they find the trouble of practising repaid a thousandfold in the half-crowns won from their enemies, but they will discover that putting, the "billiards of golf," as White calls it, is a fascinating art in itself.

ALL who prize ancient and historical landmarks will sympathise with the protest which Professor Baldwin Brown of Edinburgh University has sent to the *Times*. It relates to the famous Bewcastle Cross, a monument twelve hundred years old, of which Professor Baldwin Brown says no more than the truth when he describes it as "the most beautiful and interesting carved stone memorial of early date in England." It is not in regard to the cross itself, however, that he enters a protest. It is about a companion to it that lies high up on the Cumbrian moors about five miles from the spot where the Bewcastle Cross stands. Many have gone to see it where it lies as cut from its bed and never brought down to the plain. The point is that in Saxon times tombs were marked with two crosses, one at each end of the grave, and it is practically certain that this stone was intended to be a fellow to the existing Bewcastle Cross. There can be no doubt that its position and surroundings give it exceptional value. Were it taken away this would be, to a large extent, lost. But Professor Brown learns that a decision has been arrived at to drag it away from the site and set it up as a war memorial in a neighbouring country town. That this would be a heartless piece of vandalism must be felt by everyone who understands how ancient history is vivified by the one finished stone standing erect and the other lying as though in those old troublous times masons had been disturbed at their task. Surely it would form no befitting war memorial to any town in Cumberland.

THE LEADING STABLE OF STEEPLECHASERS

MR. ROBERT GORE'S STABLE AT FINDON



MR. GORE'S STRING OUT ON THE DOWNS.

THE illustrations to these notes are of special interest at the moment from the fact that we are in the National Hunt season of steeplechasing and hurdling, and that Mr. Robert Gore of Findon in Sussex has the most powerful stable. There is no denying his exceptional ability or even the luck he has had to train for more than one rich patron of steeplechasing to whom possession of the best available material has not been a matter of very serious concern. Still, it scarcely needs saying that luck in that sense would not have sufficed had it not been associated with a thorough understanding of the feeding and training of horses for the winning of steeplechases and hurdle races in every class.

One or two trainers of racehorses, Frank Hartigan of Weyhill in particular, make a practice of training both flat racers and jumpers. I do not need reminding that there is a big difference between the two things. In the case of the former you are dealing with much younger horses. You must assist a two year old to grow and furnish, and its



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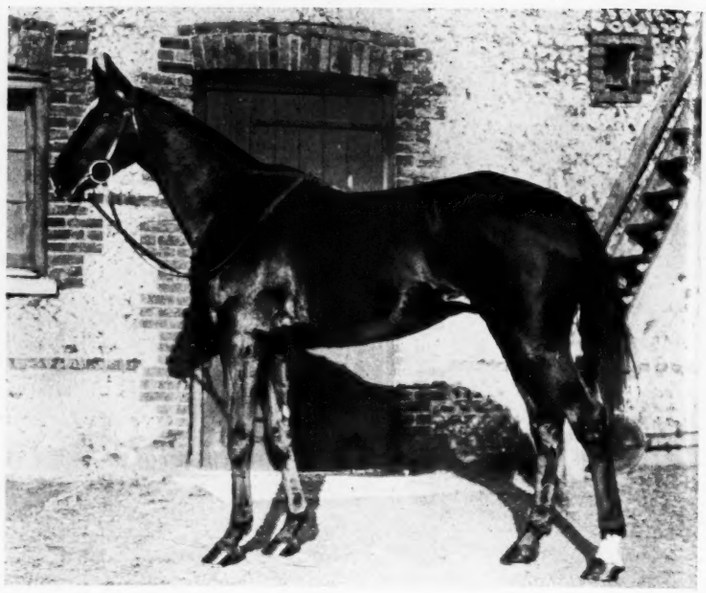
constitution needs altogether different methods compared with what may be applied to the matured horse that is adapted to jumping fences and hurdles at racing pace. Stable management in the case of flat racers has to be very good indeed; no detail is too small for consideration in the important matters of feeding and hygiene. Of course, you cannot have it too good in the case of the jumpers. A trainer needs to make the best use of every oat and every ounce of hay; and then he has troubles and disappointments unknown to the flat race trainer. How much easier is it for a horse, after long weeks of nursing and building up, to undo all the good by a fall or an unlucky wrench or injury incurred while doing a schooling gallop over fences! A trainer of jumpers must have extraordinary patience, an optimistic temperament, and a genuine love of his job. There is less money to win at this winter racing, and altogether I know many who would avoid any connection with training jumpers so long as they could jog along with moderate success in flat racing.

I have spoken of Mr. Gore's ability. It is, no doubt, born of his native love of horses. You see, he is Irish, and he has been with horses ever since his boyhood days. He used to ride with distinction in steeplechases, so that he knows how a horse should jump. There you have the inestimable advantage of all-round experience again when applied to the trainer's art. He must have been settled on these sweeping Findon Downs, not far from the coast town of Worthing, a good many years. It was in those last few years before the war that he was winning the big events in winter with Sir Charles Assheton-Smith's horses. I recall the chief of them all as gallant Jerry M., who, after a big performance in his first Grand National essay, went on to win in the following year with 12st. 7lb. up. Then in the following year for the same owner Mr. Gore again trained the winner in Covertcoat, a good horse, no doubt, but nothing like as excellent as "Jerry," Cackler and one or two others in the same ownership. Sir Charles was going to win once more with Irish Mail, purchased for a big sum after finishing second in the big race at Liverpool, but the horse went wrong and soon afterwards his owner died and Mr. Gore lost the main prop of his stable.

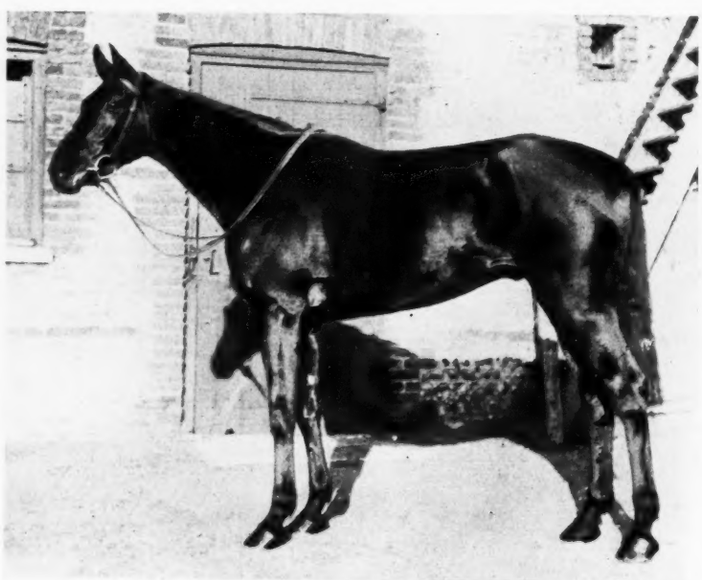
Then came the years of war, but the Findon establishment was kept going, and in the brief intervals during which steeplechasing took place the trainer reminded us of his existence. To-day, however, he is once more occupying a most commanding position. He has a rich patron once again in the person of Sir James Buchanan, who races on the best lines, whether under Jockey Club or National Hunt rules, though to be sure it is scarcely necessary to emphasise what is so obvious. It is, at any rate, an excellent thing for steeplechasing that he has let his trainer buy the best in the market in Ireland. Thus recently I had a good deal to say about Silver Ring and Southampton, the breeding and performances of which were discussed. Illustrations of them accompany these notes, though I do not think they quite convey a true idea of what a big and powerful horse Silver Ring is or of the real impressiveness of the younger one.

It is often the case that you do not see the best of a horse in repose. It is when he is mounted and moving that he reveals character and noble lines, and so I think it is with both of these horses of Sir James Buchanan's. Still, Mr. Rouch by aid of his camera shows you what a strong and well coupled horse Silver Ring is and what a splendid pattern is Southampton. You would say, I think, from a glance at the pictures, that Silver Ring looks the more like a stayer, and yet, from his way of galloping and jumping, he may never be as brilliant at three miles or over as he is over shorter distances. He jumps with tremendous power and has the faculty of getting well away from his fences. That also applies to Southampton, a horse of far more quality and with the most finished jumping powers for one that is not officially five years old until next month. If I had my choice of the two to-day, I think I would take Southampton. There are so many more possibilities before him.

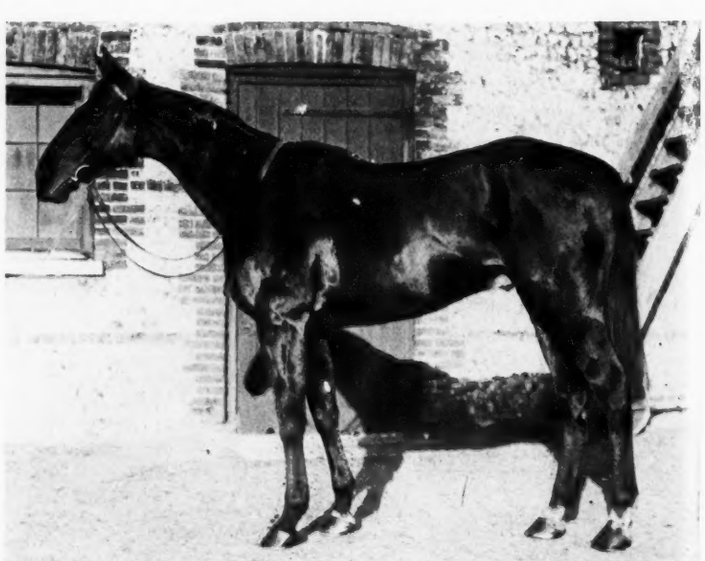
The picture of Ballyboggan (E. Lawn riding) and Silver Ring (J. Canty up) doing a school over a good stiff fence is particularly interesting. There you see a demonstration of the two different styles of riding over fences—the essentially modern racing season and the old-fashioned hunting seat as



BALLYBOGGAN, A GRAND NATIONAL STAMP OF STEEPLECHASER.



SOUTHAMPTON, A FOUR YEAR OLD GELDING BY SOUTHANNAN, AND A MOST PROMISING STEEPLECHASER.



W. A. Rouch. *Copyright.*

SIR JAMES BUCHANAN'S HIGH-CLASS STEEPLECHASER SILVER RING, BY ZRIA.

applied to race-riding. Ballyboggan is the Irish horse that ran so well for the "National" of 1919, and he is obviously jumping all right for Lawn, who, by the way, was on Southampton when that horse won at Kempton Park the other day. But Canty is a very fine jockey, and he has discovered that his half crouch in going over fences or hurdles *with* the horse, sitting perfectly still so as not to disturb balance, and not merely letting the horse take you over with him, is the best way and the one that makes it easier to win races. They are seen in another picture at the next fence with Lawn sitting more upright, but with Canty still letting the horse do it in his own way. The latter has come from Ireland to ride this season for Mr. Gore's stable, and he is unquestionably absolutely first class, for he is not only a very fine horseman, but he has no fear, and far more than an ordinary man's portion of courage and what cannot be described better than as "dash." He had the bad luck to break a collar bone on the same day as he won on Silver Ring, but it happened in a hurdle race through another horse bringing down his horse.

I believe Mr. Gore has one gallop of four miles, which is, of course, only brought into use when his "National" candidate or candidates are nearing the end of their preparations. He has graduated jumps, even to the big fellows that must be encountered at Aintree, and I need scarcely say that he is a great believer in the importance of efficient schooling at home. Perhaps that is why his horses jump so well as a rule in public. They most certainly look well as regards condition and fitness, and I have not the slightest doubt that his stable is going to have a most prosperous time between now and next March. PHILIPPOS.



A CONTRAST IN STYLES OVER FENCES.
Joe Canty (left) on Silver Ring rides very forward, and E. Lawn (right) on Ballyboggan sits back in the old way.



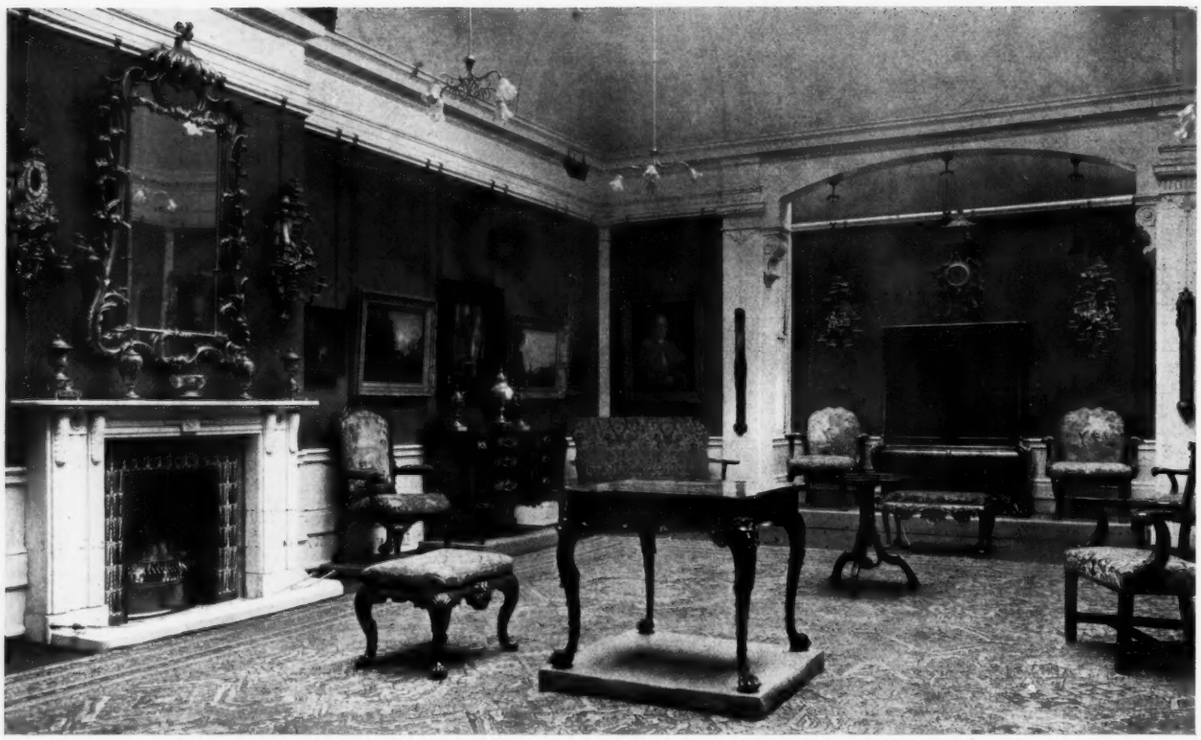
W. A. Rouch. THE SAME HORSES AND RIDERS AT THE NEXT FENCE. *Copyright.*
Canty is riding in precisely the same way; Lawn is more upright.

MID-GEORGIAN FURNITURE AND ORNAMENTS AT THE BURLINGTON FINE ARTS CLUB

By H. Avray Tipping.

THE members of the Burlington Fine Arts Club are to be congratulated on the very choice little exhibition of pictures and furniture now gathered together in their great room. The word "room" rather than gallery is chosen, for it is essentially as a room and not as a gallery that the present arrangement impresses the visitor. There is nothing of the museum about it, although every item of the collection would be very worthy of museum place. Most of the Club's exhibitions, and especially the summer ones, are dominated by the museum idea—a lining of walls and filling of showcases with objects carefully chosen out to interest and add to the knowledge of specialists in some quite particularised section of the wide domain of the pictorial and decorative arts. The Club have done infinitely good work along these lines and will undoubtedly continue to do so. But there has been of late years a tendency to frame the winter exhibition on a rather different basis, that of giving an inhabitable aspect—of providing a space not so much to walk round with a catalogue and inspect and compare individual objects, as to sit down in and to enjoy as a co-ordinated composition. This tendency is now a realisation. The space has become a room decked out as it might have been in his private house by a man of taste and wealth towards the end of the eighteenth century. The pictures are much in the manner that he might have collected—choice examples of moderate size representing the Italian, Flemish, Dutch and English schools. They share the walls with mirror and girandoles in a style very fashionable in its day. Around and in the centre of the room are set pieces of furniture fully representative of the most ambitious output of the London cabinetmakers under George II and the early years of his grandson and successor. And on tables, commodes and chimney are seen the best results of native effort in the field of decorative objects and utensils.

That this is a true description is well shown by an illustration (Fig. 1) of half the room. On the chimney are vases of "Blue John" and bowl of agate mounted in ormolu with all that taste and skill which Matthew Boulton showed in his effort to bring English metalwork into line with the French. Above these objects hang mirror and wall sconces of carved and gilt wood, fully realising the efforts of Mayhew and Ince, of Edwards and Darley, of Lock, Johnson and Chippendale himself, to perfect an English version of the French rococo and *chinoiserie* manner. Beyond the chimney we find the same influences pervading the very Chippendalian pieces of mahogany



1.—IN THE BURLINGTON FINE ARTS CLUB'S EXHIBITION ROOM.
The present exhibition, besides pictures of the Italian, Dutch and English schools, includes very fine specimens of English furniture dating from 1730 to 1770.

furniture, typical of the forms and spirit that were being reached by him and his clients when he first published his "Director" in 1754, but which were more prevalent still at the time of the 1762 edition. On the commode is an exceptional piece of Battersea enamel—an urn with gilded metal mounting of the same character as that of the candelabra on each side, these and all other metal-mounted objects in the room being lent by Colonel H. H. Mulliner from the collection he has made illustrative of Matthew Boulton's work and influence. Above these three pieces hangs a remarkably perfect example of Emanuel de Witte's Dutch church interior pictures, lent by Mr. Edward Speyer, with the Albert Cuyp to its right; while for the return wall the Hon. Mrs. Ronald Greville has provided Raeburn's portrait of Lord Bannatyne. In the recess the clock and girandoles are similar to those over the chimney, and all are sent in by Lord Leverhulme; while the furniture, from the Mulliner Collection, consists of a wardrobe, of which the design occurs in Chippendale's "Director," and of a pair of richly carved mahogany armchairs upholstered with the rare output of the short-lived Fulham tapestry works.

In the centre of the room stands the famous Penshurst card table, lent by Lord de l'Isle and Dudley. This is separately illustrated (Fig. 2), and no better description can be given than that provided by the Club's catalogue:

> MAHOGANY CARD TABLE, the top covered with a panel elaborately embroidered in fine *petit point*, with a mythological subject, bordered all round the edges with a narrow silver galon; the front legs are headed with lions' masks and long sprays of acanthus, and are worked with representations of little tufts of hair; the back legs are carved with acanthus, and all four terminate in lions' paws.

The date will be somewhat earlier than the pieces we have just



2.—A MAHOGANY CARD TABLE. Cabriole legs with lion-mask knees and lion-paw feet. The top covered in *petit point* needlework. Height, 2ft. 3ins.; width, open, 2ft. 6ins. About 1740. Lent by Lord de l'Isle and Dudley.



3.—A MAHOGANY TRIPOD TABLE: the round top has six curved lobes edged with a fretwork gallery. The triangular pedestal supported on three double scrolled legs. Height, 2ft. 5ins.; diameter, 2ft. 6ins. About 1750. Lent by Mr. Henry Hirsch.



4.—WALNUT WRITING CHAIR. Open splats and baluster supports. The straight back and arms enriched. Cabriole legs, with ball and claw feet, the claws of the front leg being of ivory. Height, 2ft. 9ins.; width, 2ft. 7ins.; depth, 2ft. 4ins. About 1730. Lent by Mr. Henry Hirsch.



5.—MAHOGANY WRITING CHAIR. Back lyre-shaped with leaf ornament in low relief. Cabriole legs with ball and claw feet and knees carved with shell *motif* which is repeated in the centres of the interspaces. Height, 2ft. 10ins.; width, 2ft. 4ins. Date about 1745. Lent by Col. H. H. Mulliner.

been noting. The form and *motifs* are such as came in with the Hanoverian accession, but is a late and highly finished example of the manner, so that the catalogue is right in assigning "about 1740" as the date. A table similar in form, with the same corner candlestick circles and the scoops for money, and also topped with needlework, is at Raby Castle, but the carving is simpler, the knee having the conventional shell *motif*.

Behind the card table stands what Chippendale calls a "tea or china table." They were either oblong and four



6.—ARMCHAIR, one of a pair covered with Soho tapestry. Cabriole legs with club feet. Arms enriched with acanthus foliage. Height, 3ft. 5ins.; width, 2ft. 6ins.; depth, 2ft. 3ins. About 1730. Lent by Viscount Lascelles.



7.—MAHOGANY ARMCHAIR, one of a pair. The straight legs as well as the uprights of arms and back carved with guilloche pattern; open splat of involved scrolls. Seat covered in *gros point*. Height, 3ft. 4ins.; width, 2ft. 6ins.; depth, 1ft. 11ins. About 1760. Lent by Mr. Henry Hirsch.

legged, or, like the present example, circular on tripods (Fig. 3). The round top is given a hexagonal character by six curved lobes, and the fretwork gallery which edges them is delightfully pinioned to the top, at each incurved point, by a tiny acanthus-leaved bracket. The pedestal is triangular and rests on legs formed, in rococo manner, of double scrolls enriched with acanthus foliage. It will date a score of years later than the card table.

The sitting furniture, in this choice gathering of Thomas Chippendale's best time, is remarkable not only for its wood-work, but equally for its upholstery, every piece being covered with contemporary needlework or tapestry. The Fulham covered armchairs in the recess have already been alluded to, but against the south wall are placed a pair (Fig. 6) lent by Lord Lascelles, which are thus described:

> PAIR OF ARMCHAIRS, the backs, seats, and arm-pads covered with Soho tapestry woven in silks and wools, having on the back designs of flowers in vases, and on the seats bunches of flowers, on buff-coloured panels upon blue background. The arms carved with acanthus, terminate in scrolls, and the cabriole legs rest on club feet.

The other examples of chairs now specially illustrated are upholstered in needlework. The armchair (Fig. 7), one of a pair, has its seat worked in silks and wools with *gros point* floral designs enclosing a central figure subject in *petit point*. The frames are of massive mahogany, the straight legs carved with guilloche pattern, also decorating the uprights of arms and back, which are of curved form and are further enriched with acanthus and rosettes. The broad openwork splat is composed of an elaborate interweaving of scrolls and foliage. Here, again, the date will be in the interval between the first and second editions of the "Director." But the two writing chairs illustrated are earlier. The one, of walnut (Fig. 4), and of diagonal form with the front angle rounded off, has the usual continuous arms and back, the latter being only slightly raised above the



8.—MAHOGANY SETTEE. Back and seat covered in *gros point* needlework. Cabriole legs with lion-paw feet, arms terminating with lion heads. Height, 3ft. 1in.; width, 6ft. 9ins.; depth, 2ft. 9ins. About 1740. Lent by Mr. Leopold Hirsch.



9.—MAHOGANY SETTEE IN THE GOTHIC TASTE. Back, as of three chair-backs with openwork splats showing Gothic tracery. Straight legs connected by curved stretchers. Height, 3ft. 4ins.; width, 6ft. 3ins.; depth, 2ft. 1in. About 1755. Lent by Col. H. H. Mulliner.

former, which end with eagle-headed whorls. Three balusters and two open splats serve as supports. The four cabriole legs are ball and claw footed, with acanthus foliage sweeping downwards from the knee. The front leg is more elaborately carved than the other three and its claws are of ivory. The seat is of *petit point*. The date will be the beginning of George II's reign, while the other example (Fig. 5), of mahogany, will be of his middle years. The round drop-in seat is covered with very fine *petit point* of natural coloured flowers on a brown and yellow ground. The lyre-shaped back is distinct from and rises far above the arms, and its semi-circular top rail, melting into the solid but carved splat, ends in tight folded scrolls. The back legs rake out to give steadiness and are plain and club footed, while the front ones have ball and claw feet, and the knees have an upright shell which is reversed for the interspace brackets. Of the same date as this chair is a settee (Fig. 8). Back and seat are covered in *gros point*, possibly of Sicilian origin, representing groups of tulips and other flowers, in which pinky reds predominate, with a background of many hued but always soft toned blue. Here again a reversed shell occupies the centre of the front rail, which is carved in gadroons. The legs have on the knees foliage scrolls surrounding a cabochon, and the feet have lion's paws, carrying out the scheme of the arms which end with lion's heads. Mr. Leopold Hirch, who is the lender, has certainly secured a delightfully decorative piece, while Colonel Addliner's open chair backed settee (Fig. 9) is of the highest interest from the collector's and student's point of view.

IN THE GOTHIC TASTE, of mahogany, the design of the back composed of three chair backs with openwork splats, the tracery outlined with scrolls. The open arms have scroll leaf supports; the front and side rails are ornamented with geometrical fret design; the four front legs are tapered and carved with leaf and tracery ornament, and connected with the back legs with moulded scroll-shaped stretchers. The loose seat is covered in the original needlework, the central panel of which has a design of detached sprays of flowers in natural colours on a cream background worked in *petit point* and framed with a design of scroll ornament of darker tone; in the outer margin a design of detached sprays of flowers on canary coloured background is executed in *gros point*.

Chippendale was advocating both the Chinese and Gothic tastes and using the straight leg for them at the time he first brought out his "Director," and this settee will date from then or, anyhow, within the reign of George II, who died in 1760. Foreign, and especially French, influence was strong at this time—was not an Antigallican Society formed to combat it?—yet Thomas Chippendale and many other equally capable contemporary cabinet-makers and furniture designers were able to give a full native impress to their output. It seldom reached the ambitious sumptuousness of the French makers for royal or ducal palaces, but it was perfectly suited to the nobleman's ceremonious suite in its more elaborate forms and to the merchant's and squire's modest yet elegant parlours in its simpler and often provincially produced pieces. Even these were not only of excellent craftsmanship, but of thoughtful and apt design, satisfying and cultured without the madness for new and extravagant forms which seized the hotheads of the rococo movement with its wild roping in of exotic or antiquarian forms under the names of Chinese, Arabic, Gothic and what not. A little of this appears in some of the most enriched pieces now at the Burlington Club, yet, even where it occurs, it is fully tempered with English restraint and the cultured taste of the age. Thus the lesson we learn from this exhibition is that our English school of cabinet-making at that time stood at the top of the world for furniture adapted to use and domestic in character—in unison, therefore, with the tradition of homeliness which, in this country, habitually prevails, and did so under George II, although the great men of his Court had yearnings for the purely ceremonious state apartment and the gorgeous *piano nobile*.

A MIDNIGHT SALMON

IT was our last day so far north. On the morrow we were to say farewell to the icy cold shingles of the Norwegian lake where we had camped for a month, and journey southward to more comfortable lowlands. Good sport had fallen to us among trout and char, but never a salmon graced our total, in spite of all we could do.

Although it was late, subdued sunlight in the west made the lakeside almost as bright as midday. A pleasant breeze blew from the mountains across the water, and trout were rising gaily just within throw of the margins. Putting on the nearest imitation I possessed to flies dancing by every clump of rushes, I soon got a few trout, but put back everything under one pound, as there was no need to keep smaller fry. Where a rivulet running into the tarn had scooped for itself a hole outside a miniature bar of golden sand a four-pounder rose to the lure and was firmly hooked. One or two others of lesser weight followed him to the pannier as the sky deepened to glorious reds and golds while the sun was making a pretence of setting, and this brought me to the head of the lake, a place where often before we had vowed to hook a salmon, but had never yet done so. An inflowing river here coming through a turbulent gorge, was unfishable for a hundred yards owing to overhanging fern and birches. Above this it broadened out into another smaller sheet of water, full of holes and swirling eddies.

Putting on the trace a large confection of fur and feather a Lapp had given me—it had brown wings and a black and white body, and bore a distant resemblance to the familiar June-bug—more to keep warm than with any hope of success I began to flog the rapids and dimpling hollows behind the rocks, as we had done fruitlessly many times before. Judge then of the profound astonishment, amounting almost to alarm, with which I witnessed my rod presently bend into such a curve as it had not taken for a month, and the butt heave in my hands as no trout could stir it. To make assurance doubly sure there leapt into the evening glow and fell back in a shower of spray a salmon that was worth coming across the North Sea to behold. Then I got "stage fright" for a moment, help was so far off and the meeting so unexpected; but luckily the emotion passed off quickly and soon we were having a gay time up and down the beaches, out on to the promontories, and round the bays. Had I been out only for trout I could not have held him for five minutes; but, always thinking and dreaming of salmon, I was using a heavy rod and strong gear which now stood me in good stead. But of anything to land him with I had nothing, even should I succeed in eventually reducing him to submission and shallow water. For half an hour the fight went on unceasingly—my rod curved like a willow wand most of the time and every ounce of weight on the tackle it would bear—then we heard a shout, and, turning a rocky corner in tow of my adversary, before me appeared my friend J—— and a Lapp attendant, leisurely strolling home from a day's fishing behind their glowing pipes.

They could scarcely believe their senses, J—— being sarcastic and doubtful until the salmon obligingly showed a broad black tail above the foam, then they were all enthusiasm. The Lapp rushed off for a gaff, while J—— lent me a welcome hand at difficult places. Such a fish there never was for strength and agility, varied by long periods of sulks. The only thing he, happily, did not do was to bolt downwards into the ravine where we should have had no chance of following. Every other ruse known to the fishy mind was attempted; my reel emptied to the last few coils, again and again; trace and line tried till it was a marvel they stood the strain, and every hole and corner of that lonely mountain lakelet visited in turn.

Meanwhile, though the dayshine never quite went out of the sky, the valleys darkened and the pine woods behind us grew more sombre. But the surface of the water stayed bright and rosy, though it was now past 11 p.m., giving us enough light to find our footing and follow where our friend chose to lead us. Beginning to get somewhat tired myself, for I had been shooting all day, I noticed with satisfaction that the fish was apparently experiencing something of the same feeling: his rushes were shorter; he allowed me to tow him a little nearer land on several occasions, and his sulks at the bottom became of longer duration. During one of these pauses, J——, with plenty of dry material at hand, lit a big bonfire on the beach. It was partly to guide the Lapp and partly, as he humorously said, to cook the salmon when we had caught him. The fir branches were soon blazing finely, and between their glow and the long-abiding sunset I danced and rushed about after our captive in a way J—— described as truly impressive.

At 11.30 my companion took the rod for ten minutes, while I munched a much-needed sandwich, the last in his basket. At 11.15 the good little Lapp came flying back over the shingle, gaff in hand, all the other members of the camp following at his heels. They were in time for the final act! Five minutes later I got the great fish so near to the beach we could see his outline clearly in the water. He made another desperate effort to get away, but it was only for a short distance. J—— piled up brushwood on the fire till the flames leapt 8ft. high in the air, bringing out all our moving figures in a coppery shine against the rocks. By its glow again I drew the salmon, hardly resisting, into the shallows. The Lapp, to whom icy cold water seemed nothing, waded out knee deep. It was an exciting moment, for one error on his part would undo all the labour of the evening, but he proved as cool as the blood swirling round his legs. Holding his clothing carefully about him, gaff in hand, his diminutive figure looked like that of a small boy out after "tiddlers"! He peeped and peered till he was sure of his quarry, then slowly out went the hook, an upward stroke, a breathless moment of suspense, a prodigious amount of splashing and spray, and the sturdy little owner of many reindeer came staggering back to us dragging the salmon along with him.

It was exactly midnight as the fish was got ashore, English and Norwegians joining in a yell of triumph which would not have disgraced a greater occasion. Indeed it was a good fish, just over twenty-eight pounds in weight—and we had waited so long for it! We drank to that salmon and ourselves in a bottle of whisky J—— had thoughtfully sent for, and carried it home in a triumphant procession just as the capercailzie were beginning to call to each other from the coppices and dawn was streaking the last of yesterday's twilight with the crimsons of a new day.

E. L. A.

COVNTRY HOMES GARDENS OLD & NEW

ARNCLIFFE HALL, NORTHALLERTON.

THE RESIDENCE OF MRS. JOHNSON.

ARNCLIFFE is all but an ideal example, in its position and history, of an English squire's house. Looking away over the Vale of Mowbray to the Richmond hills and to Durham beyond the Vale of Cleveland, the house literally nestles beneath the almost precipitous escarpments of the East Yorkshire moors that stretch away to the sea at Whitby and Scarborough. In this matter it just falls short of the ideal, for in winter much of the morning and midday sun is shut off by the cliffs from which, as having been the haunt of the arne (Danish for eagle), it takes its name. In its history it was neither bought nor sold through six centuries until some twenty years ago; a pity, for during that period it was almost continuously inhabited by men of quaint and noble characteristics, who, many of them, came by violent ends, but performed with a singular degree of consistency their duty both as squires and Englishmen. Most of them lie in the little church, but the stone's cast of a child away from the house, both being originally surrounded by one moat, and, most probably, one wall. A mile further along the hillside towards the south-west lie the ruins of the local Priory of Mount Grace, the peculiarities and especial beauties of which will be revealed later on, but may be mentioned here as completing the mediæval aspect of the place both in its romantic—which is usually but half true—and social bearing, which latter is composed of the quarrels of the local secular and monastic lords over lands and dues. The present house, completed in 1754, is ascribed to Carr of York, but is so plain and four-square, and for that architect so early, that the claim is unlikely. Carr was still clerk of the works at Kirby Hall, under Morris, in 1750. In 1751 he commenced Lyntham Hall in Lancashire. Shortly afterwards he was associated with Robert Adam at Harewood. Though the Italian influence is strong, and the mansard roof of Early Georgian houses has been replaced by a roof of gentler pitch that in a more southern clime would have been of pantiles, with far projecting eaves, the house seems unlike any of Carr's work either in York itself or at Harewood. The wing of two bays, seen on the right of Fig. 2, is a recent addition, the work of Sir Ambrose Poynter, and hides from this direction a similar addition to the entrance front made in 1840. The water in the foreground is the remains of the moat already mentioned that surrounded the mediæval house, survived the Elizabethan one, and was only of recent years filled up in its more boggy and stagnant sectors.



Copyright. 1.—THE SOUTH FRONT. "COUNTRY LIFE."

Beneath the trees that flank the house in Fig. 2 are to be seen in springtime wild tulips. There is a tradition that they were originally planted by one Robert de Engeram (Ingleram, Ingram), who held Arncliffe in the thirteenth century of the Bruces of Skelton. Accompanying Bruce on a Crusade against the Moors in Spain, he is said to have visited St. Iago di Compostella and brought home a casque full for his lady love. So far as I know, the tulips are of the English species sylvestris, and though they may be descendants of bulbs planted when the Elizabethan garden was laid out, it is difficult to take the

"COUNTRY LIFE."

2.—ACROSS THE MOAT.

Copyright



Copyright. 3.—THE GARDEN STEPS "COUNTRY LIFE."



Copyright. 4.—FROM THE NORTH-WEST. "COUNTRY LIFE."

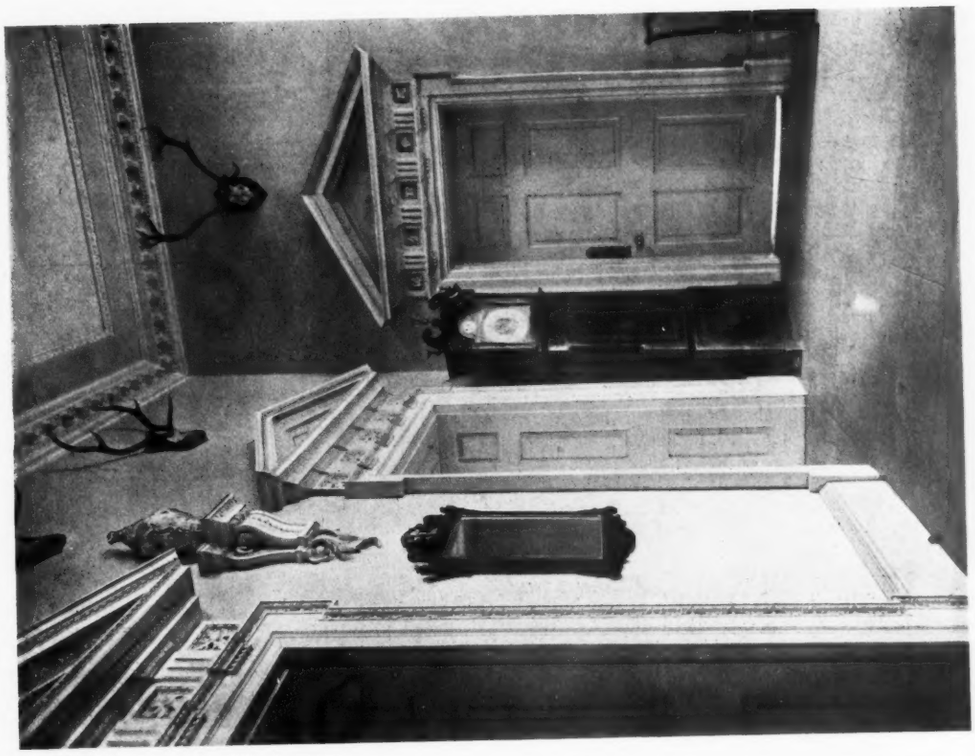
pretty story literally. The Elizabethan garden that lies to the west of the house is the second of two walled gardens lying in that direction, of which the first is of Georgian construction, immediately to the west of the house. The older one, with high brick walls on three sides, faces to the south-west, in which direction the walls are brought low in a graceful curve to form a parapet only some 2ft. high. Originally a garden house of triangular shape filled each of the four corners, though only two remain. This very uncommon arrangement, by which it is designed to catch the greatest possible amount of sun, is worthy of more frequent employment, especially when a southern wall would hide a pleasant view.

By the end of the century Arncliffe had passed through an heiress to a younger branch of the Colvilles of Castle Bytham, Lincolnshire. Sir Robert, son of the first Colville of Arncliffe, was a supporter of Lancaster and the black dog of Warwick in their rising against Piers Gaveston, but in consideration of his good work as a "Commissioner of array" for Yorkshire and his constant activity against the Scots, he was pardoned, and in 1317 was suffered to enclose a park at Arncliffe. His grandson was, according to Shakespeare, a "famous rebel and most valorous knight," having joined Archbishop Scrope's ill-starred rising against Henry IV in 1405. But, poor fellow, he is handed down to us as having surrendered himself to Sir John Falstaff: ". . . travel-tainted as I am, in my pure and immaculate valour, I have taken Sir John Colville of the Dale, a most furious knight and valorous enemy. But what of that? He saw me and yielded; so that I may most justly say with the hook-nosed fellow of Rome: 'I came, saw and overcame.'" He, with certain other eminent rebels, according to Hardyng:

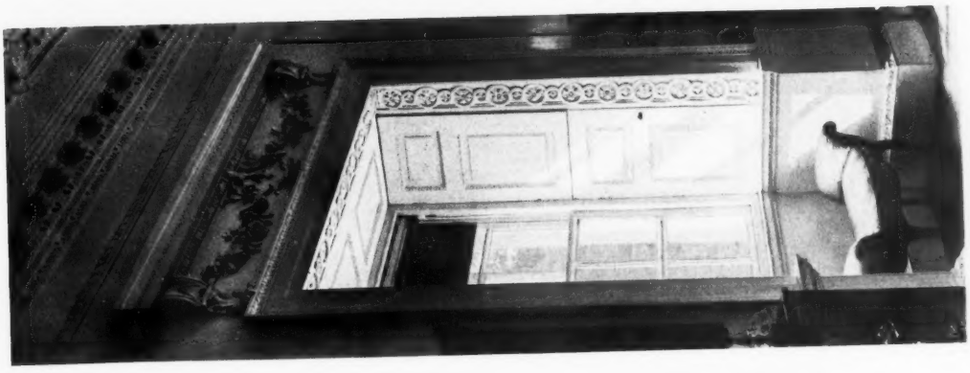
Were 'headed at Duresme foure upon a daye
And to Werkworth remeuid in great array.

His lands were apparently forfeited to his grandfather, Sir John Fulthorpe; but his son, as soon as he came of age, determined to win them back and set off to France where Henry V was operating. He arrived just too late for Agincourt and, last of the male line of Colvilles, died at Harfleur. His effigy, with that of his young widow, lies in the church; his arms, in contemporary glass, recall the device of his shield that never warded off a blow. His unlucky father lies the other side of the little chancel, but, for his treachery, his arms are not in the window above.

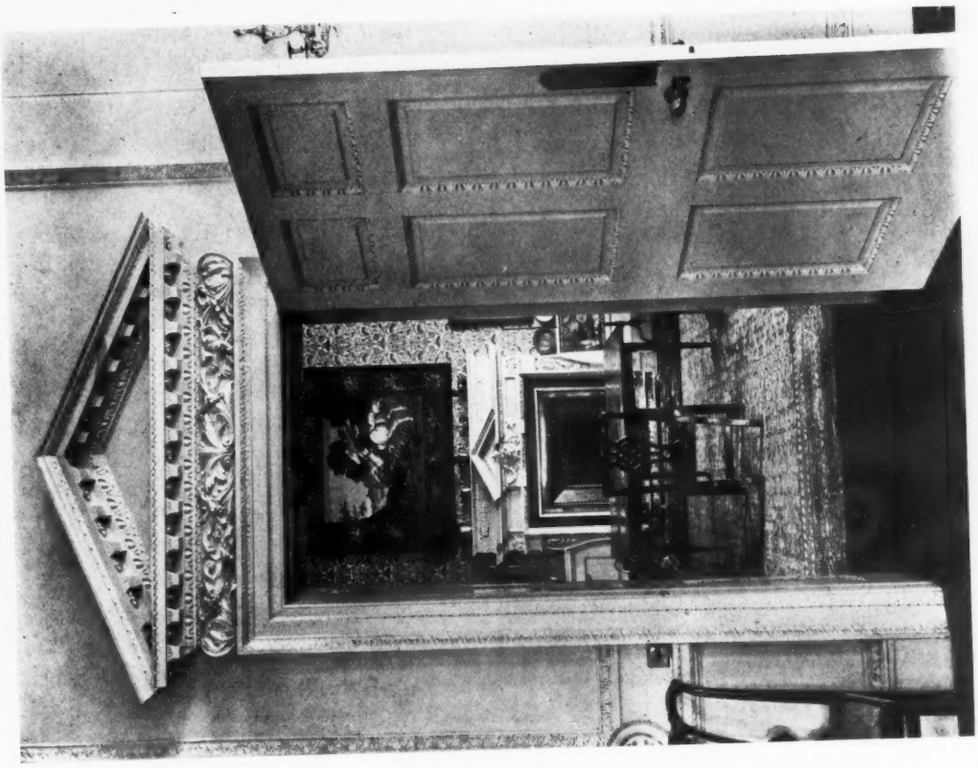
His brother-in-law, who succeeded him, was poor, but



7.—THE ENTRANCE HALL. "C.L."



6.—A WINDOW IN THE SALOON.



5.—THE DINING-ROOM FROM THE SALOON.

Copyright.

of ancient extraction; his name, Sir William Mauleverer. His family, coming originally from the neighbourhood of Leeds, were adherents of Henry of Bolingbroke, and were rewarded by him with the gift of the mills below York, formerly the property of the Templars. His picturesque name, almost hereditary among the Bad Baronets of melodrama, is rendered in Latin as *Malus Leporarius*, or "bad hare hunter,' and thus traditionally explained: "A gentleman of Yorkshire, being to let slip a brace of grey hounds to run for a great wager, so held them in the swinge that they were more like to strangle themselves than kill the hare." A more likely, but less picturesque, interpretation is that given by de Neve in his MS. history of Baronets: namely "Malouvrier," bad workman. That the former was the current idea is borne out by the family device—sable, 3 levriers courant argent.

The family existed peaceably until the time of Henry VII when that sovereign wished to make the then Sir William a Knight of the Bath. Sir William, however, either could not or would not pay the fee of £15, but settled the matter with that businesslike monarch by paying him £7 10s. cash for "pardon to be relissed from the order of the Bath at ye marriage of my Lord Arthur, late Prince, with Catharine, Princess of Aragon." Twelve years later he was dubbed knight by the Earl of Surrey on Flodden Field. Probably owing to his keen commercial instinct, Sir William so husbanded the Temple Mills and his estates that he became of no little consequence in the land. The Earl of Northumberland instructed his master forester to kill a doe in his park of Spofforth and to give it to Sir William Malivory for twelfth night. He died in 1552, the founder of the family fortunes and first of a succession of rather remarkable men.

His son Edmund was, while Mary reigned, an ardent Roman Catholic—as probably his father had been at heart, though Protestant by profession. His ardour led him to expend all that his father had saved in raising troops against the Scots. This we learn from a petition laid by his grandson before the Long Parliament, when the family was even further reduced in circumstance. Edmund's successor was William, a man of culture for all his country breeding. He must have been a most remarkable man, inheriting this grandfather's head for figures, for during his squirearchiate his tenants, by their request, changed their holdings from the immemorial common field system of agriculture—by which each freeholder had a *strip* of the great arable field ,and a *strip* of the great hay field, and might pasture so many head on the common land—to the present system of self-contained farms. This at such a date (1595) is in itself worthy of note, especially



9.—DINING-ROOM CHIMNEYPIECE.

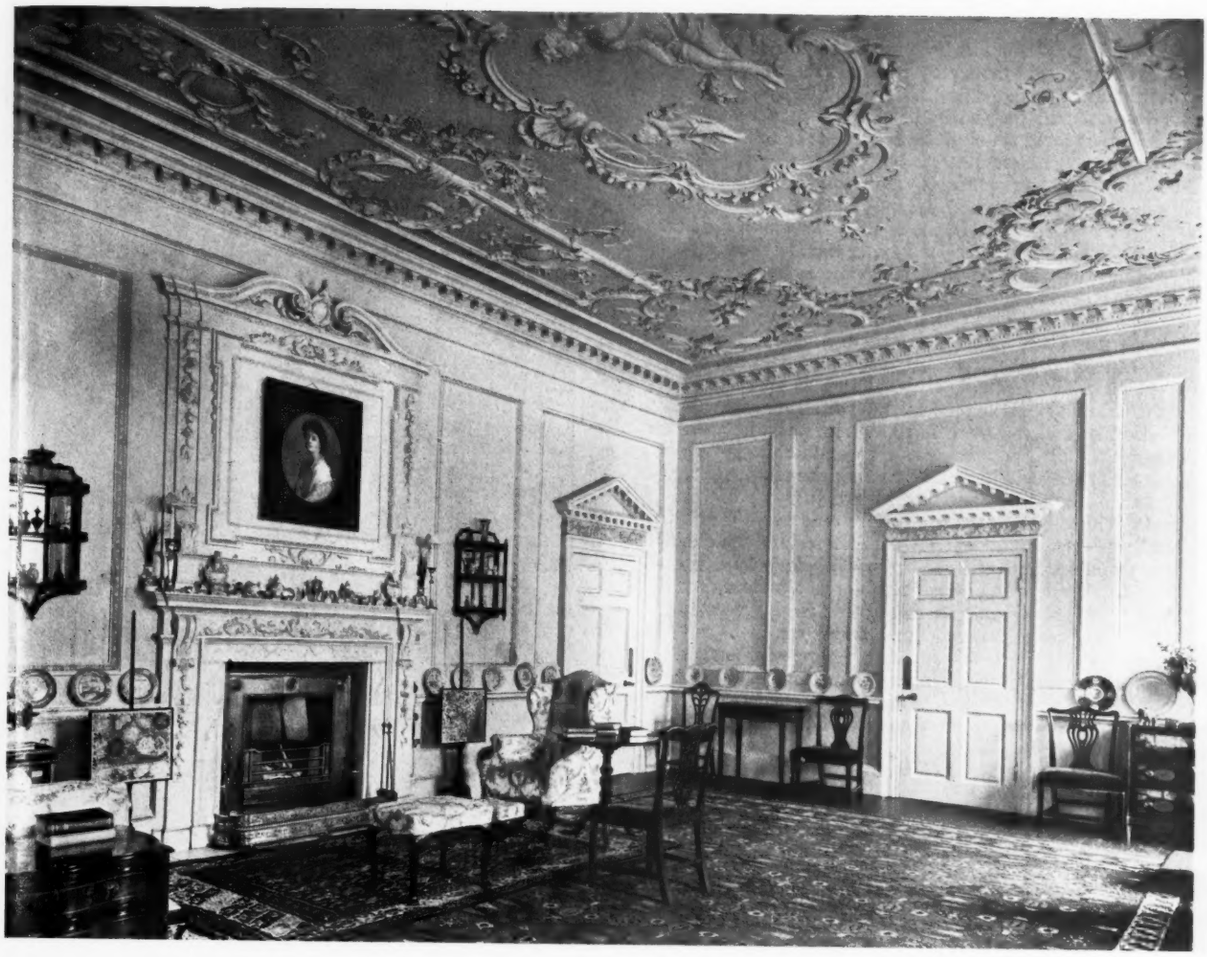


Copyright. 8.—IN THE DINING-ROOM. "COUNTRY LIFE."

as 150 years later the process was not complete; but, as any landowner can imagine, this change involved a prodigious amount of work for the squire, so that each tenant should have as much and of such a quality as he had before. It appears that the process was managed by a complicated system of mutual leases, perpetually renewable, so that a farmer might pay rent to perhaps twenty people whose plots his farm now covered, while he was paid an equal sum by twenty men who were renting bits of his former plots. William Mauleverer carried out all this; "an ancient and renowned justice of the peace." He also laid out a garden and built a new house, of which a drawing survives: a plain three-storeyed house with a basement half buried, three gables long and two deep—indeed, the same shape as the present original house, which is built on William's cellars. His other hobby was "pettigrees" of which he made out two. The first one which is mainly fictitious and wholly fantastic thus ends:

And now, O Thaley, of our worke an ende I pray
the make,
To singe thinges more commodious thow, tyme to cum
shalte take.
Grante pardon, gentill reader if too far I waded have,
For but that she may profitt the, my muse doth
nothing crave.

For the second one he apparently discharged Thalia and took the matter on himself, for it is of more genealogic assistance. He was succeeded in 1618 by his second son James, his first-born apparently being lost either to human ken or parental recognition. Just as Henry VII had tried to force a knighthood on James's grandfather so did Charles seek to raise money during his period of non-parliamentary government by knighting James. But James was not a cavalier; he refused, although the authorities pointed out the (obviously obsolete) law that as possessor of £40 worth of land he was liable to be summoned to knighthood. James did not adduce the precedent of his grandfather; he was fined £2,000, and now the family begins



Copyright. 10.—THE SALOON. "COUNTRY LIFE."



Copyright. 11. DETAIL OF DINING-ROOM FIREPLACE. "COUNTRY LIFE."

to decline, and all over a matter of political conscience! James could ill pay £2,000, and he began to be troubled by debts. He used to make a little money by buying standing woods, felling the trees and selling at a profit. He bought a wood at Ayton, near Scarborough, just when hostilities began between King and Parliament; and before he had had time to sell the timber—to purchase which he had had to borrow—the Earl of Newcastle had made Scarborough his headquarters and confiscated the timber. James was ruined. Piece by piece the estate was mortgaged, even the house, till at last they took him away to York, to the Debtor's prison, where he died in 1651.

Nothing makes me love this honest man, ruined for conscience, so much as the names of his horses which are preserved to us: Catchpole, Clegg of Cleveland, Buckbraines, Silkewoorme, Pesgod, Makeshifte, Twitchbell (Earwig), Pepperboxe, Sugerlippes, Honnie Combe and Canonball. Can you not see Buckbraines on a frosty morning? Or Clegg of Cleveland jogging along in the rain? Twitchbell used to twitch her ears, while little Slikewoorme carried Master Tim when he was a boy. In 1651, however, Master Tim was grown up and inherited the mortgaged estate, though he, too, was in prison till 1652, when, by an entry in his account book, dated July 7th of that year, he paid "Rob Turner for a chamber rent in ye upper bench when I was discharged." To restore his fortunes he dabbled in alchemy and all but achieved immortal glory by inventing a "sympathetic salve," to be applied, not to a wound, but to the weapon that inflicted it. Its ingredients were "beares' grease (the elder the better), swines' grease, wine, 3 ss. of the moss from a dead man's skull, red sand, and the powder of red earth worms. Use: for a cut, besmeare the blade, for a stab, the point. Lapp a clean cloth about the weapon and put in a warm place." Then, as an afterthought: "Lett ye wounded partie keep a cleane linen cloth about ye wounde and use temperance in his diet."

Tim's account book is useful in showing how the money went in those days: a watch £6. Pembroke's Arcadia 13s. 4d. Mr. Woolrich for a silver can £5 15s. A wager that Parliament will be sitting next Christmas even. Jamy in viol strings. He died master of the poor knights at Windsor in 1694. In the churchyard is a somewhat remarkable epitaph by Timothy's mother which for its pious presumption deserves quotation:

> I asked and had what I desired for ever;
> I sought and found eternal joy for ever;
> I knockt, and heaven was opened unto me,
> And there I rest in God eternally.
> All that desire to find eternall rest
> Do as I have done and be for ever blest.

"This epitaph of Elizabeth Maulever was made by herself 18 January 1661, who died 22nd May 1674." Poor lady, she had gone through much suffering, and perhaps she is right, but still . . .!



Copyright. 12.—IN THE JUSTICE'S ROOM "C.L."



Copyright. 13.—STAIRCASE HALL CEILING. "C.L."

The last two males in the direct line married heiresses and so contributed their share to the fortunes that their more picturesque ancestors had made and lost. The second of these, Thomas, married a Miss Wilberfosse, and they two decided to rebuild the house which no doubt had suffered much during the last hundred years of poverty. Whether young Carr made out designs for them or no has already been debated. More certain is it that the internal decorations were executed by a firm of plasterers and carvers of York, where, from 1730 till 1760 a remarkable school or firm of that trade existed. Their best work is in York itself (St. George's Hall—formerly Lord Fairfax's house, and houses in Bootham); but all the county round bears testimony to their exquisite craftsmanship. A "famous plasterer, Mr. Mansfield" is mentioned in a volume of York letters, but I have been so far unable to trace Mr. Mansfield, who at that time (1740) is mentioned as living in London.

In 1857 the property descended to Mr. Meynell of Yarm and Mr. Douglas Brown of Lincoln's Inn. In endeavouring to reunite the property by purchase, Mr. Brown mortgaged his own half and his son, Mr. William Brown, the eminent antiquarian to whose research I am indebted for anything that makes this article worth reading, was compelled to sell the estate which, from the middle of the thirteenth century had been in the direct line from Thomas Ingram, to Sir Lowthian Bell, who had for some time lived in the neighbourhood and with whom his family had long been on intimate terms. Thus, though the genealogical connection is broken, the next best thing, that of spirit, continues, the house being occupied by Mrs. Johnson, Sir Lowthian's daughter.

In plan the house is of the simplest. A broad flight of steps leads up to the front door—which faces north-east and opens into a rectangular entrance hall (Fig. 7). On the left as you come in are the stairs which are taken up and over the front door, opposite which are the four doorways, of which three are shown in the picture. They conduct respectively to the offices, the dining-room, the saloon and smoking-room—this latter on the right of Fig. 7. Both the hall and smoking-room were found to be a mass of dry rot beneath the floor and behind the wall-plaster, which necessitated a complete doing up; the floor of the former, originally of white squares, with black marble sets, had been so worn that the present plain paving was substituted.

The saloon (Fig. 10) is an excellent example of the decoration of the period. It was formerly painted light green and pink, the woodwork a first rate imitation of mahogany, probably the original colouring, including the ceiling, on which the ample Venus, coloured pink, was unduly prominent. That

Georgian ceilings and interiors were generally painted in two or more colours is fairly certain, as also that they generally look better white.

The exquisite work on door and window cases is well shown in Figs. 5 and 6. The ornament, all carved wood, is in no case repeated on any two features—the theme being subtly but perfectly varied in its details. Fig. 6 is the centre window of the saloon, the one nearest the observer forming a way out to the garden down the dividing flights of steps shown in Fig. 3. Fig. 5 is the doorway into the dining-room, the general effect of which is somewhat altered by the Morris wallpaper. In shape square, and smaller than the saloon, this apartment is none the less delicately ornamented, a charming unity being obtained by the repetition of features on ceiling, window cases and cornice. Thus the *grille motif* seen on the window cases is repeated in the ceiling, and the foliated scrolls that garnish the ceiling reappear on the window casing and even in the facia of the cornice, a more uncommon device. If the chimneypiece (Fig. 9) does not come bodily out of "Gibb's Book of Designs," at any rate the method in which it is reduced from full to half height does so. Above it hangs a fine piece of work by Mrs. Johnson that subtly blends the colours and designs of the room into a harmonious whole. The appropriateness of the subject will be seen from Fig. 11, where the identical dragon is seen poking his ugly neck out of the scrollwork beneath the pediment of the chimneypiece.

These two rooms fill up the garden front. The remainder of the entrance front (one bay) is devoted to a little square room called "The Justice's room," or the library. The chimneypiece—the only part of the wall not panelled by cupboards—is shown in Fig. 12, perhaps the most delightful feature in the house. The circular recess and console is, perhaps, peculiar to the "York School," and an earlier employment of it was in Grays Court, York, where Laurence Sterne's uncle instituted renovations in 1744. The console alone is repeated in the hall (Fig. 7). The ceiling is coved, the centre occupied by the arms of Mauleverer and Wilberfosse, the whole with a mantling of delicate flowers painted "proper."

This is an interesting room, for the original cupboards let into the wall that surround it, are still there; the lock of one of them is seen to the left of Fig. 12. The walls are painted light cloudy green. Fig. 13 shows the ceiling of the entrance hall in detail which, though somewhat heavy when seen from the landing, is remarkable as an attempt to portray local features; it displays Plenty (lit by the rising sun which cunningly does so from the same direction as the window light) flying over Cleveland, represented by Roseberry Topping, a local landmark. Several of the bedrooms have pretty mantelpieces and dados, but not up to the standard of the living rooms; one of them contained original panelling from the Elizabethan house, but was unfortunately destroyed by fire a year or two before the war. The repairs consequent upon this event, which might well have destroyed much exquisite work, were undertaken by Mr. Brierly, Carr's distinguished successor, of York.

Mount Grace Priory lies about a mile away from Arncliffe, and is reached by a way through the hanging woods. You suddenly come upon it round a corner, lying in a recess of the hillside—its great cloister dominated by the tower. The interest of Mount Grace is that it is the only Carthusian house where the arrangement of cells, necessary for the vow of silence, can be seen in England. Founded in 1400, the architecture is plain Perpendicular; the church seen from the north-west in the picture has a nave so short as to be almost non-existent, the choir being at least three times as long. The cells, each of two stories, with a garden and garderobe, are of a severe domestic style, the door in each case flanked by an L-shaped hatch through which lay brethren passed food, unseen, to the monk inside. A cell has been restored by the late Sir W. St. J. Hope, whose admirable article on the subject can be found in the "Yorkshire Archæological Journal." After the Dissolution the place lay long desolate, till in 1654 one John Lascelles converted part of the Guest House into a residence. Little of original interest remains within, but its exterior and the view towards the ruins make it a delightful house. Much of interest might be told of Mount Grace, but space forbids; with William Mauleverer I must ask that you—

> Grant pardon, gentile reader, if too far I waded have
> For but that she may profitt the, my muse doth nothing crave.

CHRISTOPHER HUSSEY.

THE POULTRY-KEEPER'S OPPORTUNITY

THERE is no question about the opportunity, but there is a large one about the best means of taking advantage of the latter. The old-fashioned people who have engaged in the work of chicken keeping are absolutely astonished at the way in which the new people are beginning. The other day one who is making a start asked the present writer to look at his foundation stock. Be it observed that he had never kept chickens before; but, being an intelligent man, he had made enquiries as to what was really the most economical way of starting. The economy was one that took away the breath of the surrounding farmers. He bought six white Wyandotte pullets and a cockerel. A farmer's wife, on being asked as to what he might have paid for them, said probably twenty-one to twenty-five shillings. Another guessed at thirty shillings, thinking that the young man might be just married and be feeling a little extravagant. They were very much astonished on being told that the seven fowls cost £16, and it would take more eloquence than the present scribe can produce to make them believe that there was anything economical in the bargain. Yet, as we happen to know, the very best advice was being taken, and if only ordinary skill is exercised the result ought to be much more profitable than the outlay on ordinary barn-door fowls at a few shillings apiece. The story of the birds is interesting, because it illustrates what modern, up-to-date poultry-keeping is. These hens were not as the Gentiles. They had blood and breeding, and the blood and breeding had been tested in terms of eggs. They do not look so dear in the farmer's eyes who does not use trap-nests and so is able to record the proportion of eggs to each bird. Everyone of the pullets came of a hen which had laid not less than two hundred eggs in her first year, which means that she may fairly be expected to lay two hundred and fifty in her second and third years. It does not require much arithmetic to work out the value of each hen when it is remembered that her eggs for eating purposes would be worth about sixpence each and that at the time when sittings are required they could readily be sold for twelve to twenty-four shillings a dozen. There is a still further economy, by the way, which springs from the use of such birds in the shape of day-old chicks, each of which represents only one egg but commands quite a fabulous price when the pedigree is duly set forth and attested. The cockerel was, of course, just as well bred as his harem, and the birds were not related in any way.

But economical feeding is, of course, of as great importance as a good foundation stock, and economical feeding is capable of a very simple definition. In these days it is the sort of feeding that you grow yourself, but whatever may be said in praise of oats, wheat or barley is rather discounted when the fearful price such foods command is taken into account. But if the little grower would set apart a fraction of his land, say a quarter or a half acre—and more, of course, if he is trying to do the thing in a good way—for the purpose of growing corn, and if he can either do the work himself or get it done by members of his household, who will not expect the immense wages current, then the feeding would be as cheap as ever it was. It is the labour that makes it dear. Assuming that he had just an acre of land and could devote a quarter of an acre to grain and another quarter of an acre to vegetables, such as carrots, parsnips, turnips and potatoes, which could be mashed up together to form food for the fowls, then the market price of sixpence an egg would be so much found money. Further than that, chicken manure is rich and valuable. If a quarter of an acre were devoted to the birds themselves, it would be so thoroughly manured at the end of the twelve months that vegetables or grain sown there would spring up like gourds in the night. The economist might say that all this means labour, but the expense of the labour is not felt when done by the family. Indeed, the economist is altogether wrong when he insists upon putting labour at its market value when making out a balance sheet for the domestic poultry keeper. His omission is to take notice that the labour of a family, for instance, is, as it were, purchased at first hand whereas the labour of a hired man is a secondary purchase. The member of the family probably gets a larger return, and he gets it direct, so there is a real economic saving in using it.

OLD CASTILE

By J. B. Trend.

SPAIN has become very interesting to us in the last few years. Some people say that it is all a question of dividends; but our interest in Spain and Spanish things is older and more disinterested than that. It is traditional, and more, it is temperamental; indeed, much of the attraction which Spanish life has for Englishmen may be attributed to the sense of wandering and adventure latent in the character of both races. The kind of man who goes to Spain or who enjoys the Spanish classics is precisely that man who has something of the tramp in his composition, one whose dearest wish is that he might have as much travel as the Wandering Jew, and as much money as a sedentary one to pay for it.

At heart every Spaniard is a man of action. In Elizabethan times Spaniards and Englishmen were the same sort of people, and after the same things. The fact that we were always fighting goes to prove it; we were inspired by the example of the Conquistadores. The Spaniards burnt Plymouth and we burnt Cadiz. But a Spaniard—an "old soldier" in every sense of the words—wrote a book which, destined to be read in all languages (as indeed its author said jestingly that it would be), was seized upon by an Englishman and translated in the author's lifetime, before anyone else had thought of doing so. "Don Quixote" has always been more popular in England than in any other country out of Spain; and the explanation is, surely, that the people in the story seem to us intelligible and reasonable beings, men and women with whom we can always get on, or at any rate sympathise. They are all rather like the characters in a play of Shakespeare's; indeed, it is not difficult to imagine some further adventures of the Ingenious Gentleman, in which he would encounter at a wayside inn Falstaff and Mistress Quickly or Beatrice and Benedick—queer things happen even now, when travellers are stranded at a Spanish *venta*; and if Don Quixote were to ride into the "Midsummer Night's Dream" and upset the Pyramus and Thisbe play as he did the puppet show of Maese Pedro, it would not seem so very unnatural after all.

Most people in England have read a little of Borrow's "Bible in Spain"; but from that it is easy to get a wrong impression. Borrow's book is really a romance in the manner of "Don Quixote"; the central figure is Borrow himself, always saying and doing the right thing, and the background had to be made rather larger than life to support him. More reliable are Ford's "Gatherings," though it must be remembered that they were written nearly a hundred years ago. Yet Ford and Borrow bring out one point very clearly. They had no doubt of the fundamental soundness of the Spaniard himself, the ordinary man, to whatever class and to whatever province he belongs. "Juan Español" has still all the good points which Ford says he has. The tragedy is that for nearly three centuries he has been under a bad government, and brief intervals of enlightenment such as the reign of Charles III in the eighteenth century have always been followed by periods of reaction and oppression.

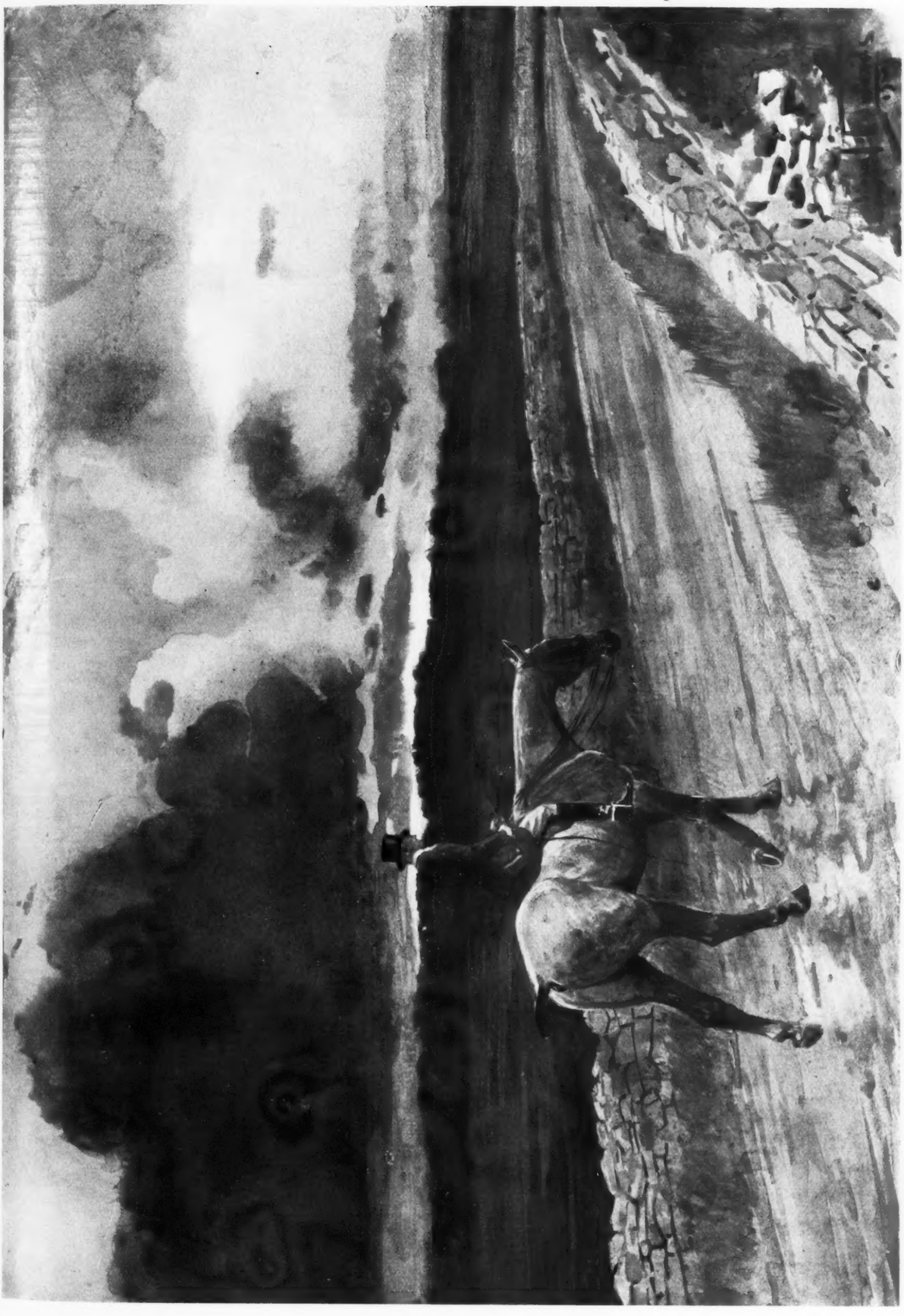
Spain has always been, in the true sense, a country of romance; but what we generally accept as "romantic Spain" was invented by three Frenchmen: by Théophile Gautier, who saw it from the standpoint of a poet and a humorist; by Prosper Mérimée, and by Alexandre Dumas. They all rather distorted the Spanish scene: and it was still further distorted when Mérimée's story, "Carmen," was made into an opera. The idea of modern Spain has grown up as if it were all scenery for "Carmen," a place where men do nothing but fight bulls and twang guitars, where all women smoke and carry weapons concealed about their person. It is needless to say how far this is from the truth. A bull-fight in Seville is comparable with a match at Lord's; in other places it corresponds more or less with a cup-tie; while to refute the French legend of Spanish women is clearly unnecessary, and I should be quite unworthy to undertake their defence. What one notices particularly about Spanish people is their patience and their goodness of heart, as well as a sense of breeding which (to say the least of it) compares favourably with post-war manners in belligerent countries.

In England we like many things that are old-fashioned; but this is not so much because they are old as because they are good or, at any rate, serve their purpose. The same is true of many Spanish customs. Spanish people are, at bottom, extraordinarily English. Listening to conversations, especially those in which Americans and men of other nations are present, one often feels that the Spanish point of view is the one which an Englishman can understand most easily: for in Spain they often say things and do things in a way which seems more thoroughly English than you ever heard of in any country but England itself.

Old inscriptions speak not of Spain, but of "the Spains"; and without thinking of Spanish America it is useful to remember that description in reference to the Peninsula itself. The heart of Spain will always be Old Castile, which, with New Castile to the south of it, stands to Spain very much as the South of England does to the British Isles. The Castiles are not by any means the only parts of the country which matter; and one often finds that the man who has been talking is not a Castilian at all, but a native of Galicia or Asturias, Biscay or Aragon, Catalonia or Andalucía. He will tell you that he never really feels at home when he is away from his native land; "and this," he will say, waving his hand towards the window of the railway carriage, "I know at once is—or is not, as the case may be—my own soil."

The bonds which unite nearly all Spaniards are language and a love of Toledo. No one in Spain can be indifferent to the spell of those strange, hilly streets winding among tall, grim houses which look as if they were all convents or seraglios, while far below the Tagus sweeps in a great curve round the rock on which the city is built. How well I remember a tea-party in Madrid at which Don Manuel Cossío talked to me of Toledo and El Greco, himself the biographer of the painter and looking like a very good Greco portrait, into the bargain! Greco's Castilian hidalgos with their black doublets, ashen faces and white ruffs are the only possible inhabitants for a place like Toledo; and it is the type and pattern of a Castilian hill-town to which most of the others conform. There is Cuenca, one of the most marvellous, grim and majestic, between two deep gorges, with houses ten or twelve storeys high, yet built so that a mule coming up the street can walk in at the tenth storey window. Another is Sigüenza, where some captured English flags hung in the cathedral remind one that "naval occasions" did not always end in the same way. There was a pilgrimage on the morning I arrived; people were marketing in all sorts of queer clothes—coloured handkerchiefs and petticoats and odd necklaces, broad hats and knee breeches—and nearly every one was carrying an *alforja*, the brightly coloured pair of saddlebags belonging to his mule or his ass. That was in New Castile. In Old Castile are Segovia, where the light and colour are unsurpassed by any town in Spain, and where every evening the children come out to play and sing nursery rhymes in front of the castle (built by ogres, it looks) where Queen Isabella reigned before Ferdinand came and married her. And there is Burgos with its dim memories of the Cid, the champion of Castile; where the gaily coloured houses have glazed balconies, as wide and sometimes even as high as the houses themselves.

In these winter evenings after tea, some people make fireside travels in their heads, with an architectural picture-book and a map. They stand in front of the Golden Staircase of Burgos Cathedral, they wonder how the lofty iron screens of Toledo look in such and such a light; they walk round the walls of Avila and look out of a window to see the Irish Seminary at Salamanca. Castile means all these things; but it also means the clear diction and exquisite pronunciation of a lovely language, spoken by men and women who take a conscious and watchful pride in it. Valladolid was once the capital of half Europe and the whole of America, and it is a name which is something of a Castilian poem in itself. I tried to draw the sacristan out—it was not difficult—so that I might enjoy the beauty of his diction. In the end my barbarous pronunciation led to his compelling me to say things in a loud voice in the cathedral, so as to reveal my faults, which were many. At Burgos, in the Hospital del Rey, I asked a small girl who came to draw water in the courtyard what she called the storks which nested at the four corners of the tower. "Cigüeña," she said; and it sounded so lovely that I waited until others came to draw water and got them to say it too. Then there was the country policeman who took me to the cemetery, all overgrown with hollyhocks and deadly nightshade, pansies and poppies, and then up to the castle where Edward I was married to Eleanor of Castile. And lastly there was the Carthusian Brother in the Monastery of Miraflores, who discoursed on the havoc of war (for his monastery had been looted by the French) and the peace of gardens. "There's no such peace, such simplicity, such innocence as in a garden," he said. ("No está tanta paz, tanta sencillez, tanta inocencia, como en un jardín.") Then he picked me a rose, adding: "Es una cosa pequeña, una 'petite chose.'"



AT THE END OF THE DAY: THE LONG ROAD HOME.

PUTTING AS A FINE ART

II.—SHORT PUTTS AND PRACTICE.

By Jack White

THE next great amateur to come across my path after Mr. Laidlay was Mr. Horace Hutchinson, one of the best holers out I have ever seen. His method was quite different from that of all the other great players of that time. Mr. Hutchinson overlapped two fingers of the right hand on top of the left and sent the ball into the hole with a distinct tap. I made up my mind to hole out in this way and so decided to play all my putts with a putting cleek.

At this time I had two putters—a beautiful wooden putter made by Jamie Anderson of St. Andrews, and a nicely balanced putting cleek with a little loft on it. After a few weeks' painstaking practice with this putting cleek I found myself playing putts of all distances very well, and from that time, no matter how much trouble I had with any of my other clubs, I have never been really off my putting. From the early days at North Berwick, where I first took a fancy to Mr. Horace Hutchinson's style of holing out, I have played the short putt with a firm tap, although my stance is a little different from that used by the famous amateur.

At first in playing the short putts with a short swing and no follow through I was inclined to start the putter head round towards the right foot and thereby get a running pull, so I brought up the right foot in a straight line behind the ball, when I found it easy to keep the face of my putter at the true angle to prevent a follow through. I grip the club fairly firmly with the thumb and forefinger of both hands, the right elbow being kept well into the side, and I never strike the ball until my head is dead steady. I tap the ball with my right hand and never look up till I hear the rattle of the ball in the hole. There is never any danger of having the club-head too high or too low on the backward swing if the elbows are kept in and the left wrist has started the club on its backward course. The reason so many players find a difficulty in keeping their eye down on the ball is that their arms are too free. A good way to prevent this is to experiment by tying a piece of string round the arms at the elbow and then pass the string round the body so that only the wrists can be used. A great improvement can be made by this.



TAKING THE LINE.

The blade of the club is over the middle of the ball, and the player's head is facing in a straight line for the hole.

During the Amateur *v.* Professional match at Sunningdale, held in October, one often heard a spectator remark: "None of our amateurs can putt." They certainly were much inferior to the Professionals on the putting green, and I think this is the reason. The professional is made to qualify for most of the big tournaments, and this good training improves the short game. Score play and plenty of it is what our young golfers require, and they ought to give up four-ball matches. Very few golfers have the right temperament for this bustling sort of golf. A certain amount of time is required before a player can get his nerve set and his brain into his hands. Time must be taken to play a putt. All famous players take more time for their putts when competing in the Open Championship than they do in exhibition games. I always blame the quick exhibition golf for Harry Vardon's bad time with his putting. When playing off his tie at Muirfield against J. H. Taylor it was Harry's sound holing out that won him his first Open Championship. J. H. Taylor took a long time to realise that a minute or so spent on the putting green was a stroke picked up, and I can safely say that in a tight corner you will see "J. H." keeping to the proper figure for the hole, not as the result of his steady driving, as so many people imagine, but by his painstaking holing out. Mr. John Low at his best was a wonderful putter, and he knew it, for no golfer has ever shown more confidence on the putting green than the famous St. Andrews amateur. Mr. Low would keep you waiting while he took the time he wanted. In practising it is useful to remember that it is your eyes that give the orders to your hands, and, therefore, it is impossible for your hands to obey unless your



TAKING THE CLUB BACK FOR A SHORT PUTT.

The club is pushed back with the left wrist. The ball is then given a firm tap with the right hand.



THE SAFE WAY TO LOOK AT THE BALL.

The head is sunk down right over the ball. There is thus less danger of its moving towards the hole.



THE UNSAFE WAY TO LOOK AT THE BALL.

The head is not nearly so steady, and the eyes are not dropped down on the ball. There is more danger of movement.

body and head are dead still when you are striking the ball. It is advisable to practise the long putts first with three balls, as if too many are used it is very easy to be careless. For putts of middle distance try and get the idea into your head that the hole is the bull's-eye with a 2ft. ring round it, and if you miss the bull it nearly always counts to get inside the ring. You can soon become good at short putts if you try hard to prevent your head moving towards the hole and try dropping the eyes down on the ball just before you take the club back.

It is no use practising on the same green every day, as you know too much about it. The best time to practise is in the early morning when you are fresh; after playing a round your eyes need a rest. When you feel nervous do not hurry up to the ball and hit it; make yourself take a look at the line and do not grasp the club tightly; the kind touch means the quiet nerve. The best way to take the line to the hole is from the middle of the ball. The blade of the putter is in the centre of the ball and the player's head is facing the hole in a straight line. If there is any doubt about the line when the green is undulating and keen it is advisable to look at the line from the hole to the ball.

In another article I will say something about more advanced problems on the green, but I will end this one by summing up my advice to any player anxious to improve his putting.

Stand quite still.
Keep your nose down on the ball.
Keep both elbows close to the side.
Push the club back with the left wrist.
Strike the ball with the right hand, but do not follow on with the left.
Look well at the ball.
Do not be in a hurry to hit the ball.
Be patient.

A COMMENTATOR'S NOTE

JACK WHITE'S advice on "playing the short putts with a short swing and no follow through" will probably seem to some of his readers to be of a highly revolutionary character. In works of instruction we have nearly always had held up to us for admiration the maxim of the great Mr. George Glennie that the club should be taken well away from the ball; and the fact that the club should go well through afterwards has been no less insisted on. White can certainly point to his own putting as justification for his advice; but, apart from that, there is one point that we should bear in mind before we accuse poor Jack of Bolshevik tendencies. Mr. Glennie and the players of his time always putted with the wooden putter. At the time when putting maxims had their birth there really was no other putter. Now, nobody has presumed to say that the right way to use a wooden putter is with a short back swing and no follow. White is writing of the putting cleek which he invariably uses, and that makes a great deal of difference.

So when we want to compare White's advice with other people's we should in fairness take another cleek putter, and the obvious one is Willie Park. Here is what he says in his "Art of Putting": "The club should really be stopped decisively when it has described an arc of about six inches after the hitting of the ball. By this I do not mean the club should be stopped jerkily, but that there should be no wavering or irresolute finish to the stroke. The movement throughout is slow and steady and its termination must be definite." These two eminent physicians for putting ills do not, I think, seriously disagree. Dr. White wants us to make sure of hitting the ball properly and thinks that there will then be quite as much follow through as is of service. Dr. Park would have us follow through, but within very rigid and definite limits. Neither of them would, I am sure, tell us to use a putter of wood or aluminium in this way. Perhaps they would send us on to an aluminium specialist such as Dr. Braid. It is his opinion that the aluminium club is the better" in the case of all golfers who do not come within the description of born putters," and this because "the majority of players who putt with aluminium clubs play a more even, steady, following through shot than they do when playing with iron putters." At any rate, it is only fair to White that his readers, when they are considering whether or not to embark on a career of "firm tapping" should also consider the nature of the club with which it is to be done.

White's comments on the putting of amateurs are very interesting. No doubt, in that particular match at Sunningdale last autumn the amateurs as a whole putted badly and, indeed, most of them did not do anything very well; but, generally speaking, the green is the one place on which the amateur is not so decisively beaten by his professional brother. In any list of great putters some amateurs would certainly find places. Mr. Travis and Mr. Travers, both from America, have hardly been surpassed, and at home we have had Mr. John Low, Mr. Sidney Fry, Mr. Aylmer and, going back a little further, Mr. Laidlay, Mr. Hutchinson, Mr. Mure Fergusson, the late Mr. F. G. Tait and Mr. Macfie. But in that list there is not the name of anyone who played in the Sunningdale match, and amateur putting is, perhaps, temporarily in a bad way just as our amateur golf in general seems to be. I am sure, at any rate, that White is perfectly right in saying the constant holing out in qualifying competitions and score play generally makes good training and discipline in putting. We are all too apt to treat short putts cavalierly in ordinary games and "call it a half" because we are both afraid of missing.

I am very glad that White bears witness against the four-ball match as a pernicious institution which harms people's play. As he justly says, it is a "bustling sort of golf," which does not give the player time to settle down and take pains. It may often happen that we play the better for not taking pains. We feel light-hearted and slash gaily at the shots. If they come off we pat ourselves on the back; if they do not, we pass the responsibility on to our partners. This sort of thing is sometimes very good fun, but when we find ourselves in a serious encounter, bound to take trouble and with no partner to blame or to lean upon, we feel both lonely and frightened.

A GOLFING ARCHITECT AND HIS WORK.

I have just been looking at some capital pictures of very green greens guarded by very yellow bunkers, which bunkers are the work of an old golfing friend, Mr. C. W. Limouzin. Mr. Limouzin was for sixteen years the Secretary of a large golf club, first at Wallasey and afterwards at Broadstone in Dorset. Now, fortified by this valuable experience, he is "commencing architect," and these pictures that I mentioned are of greens that he has already designed. The bunkers look very efficient and ingeniously disposed, and I have no doubt that they are so, for Mr. Limouzin was not only a very good Secretary, but is a very good golfer who knows all about it. In the remarks that accompany the pictures we learn that in thirty years Mr. Limouzin has played over more than three hundred courses. That is a remarkable record. I know one gentleman who played on 100 courses in the first year of his golfing, but he had extraordinary opportunities, since he was an actor and had taken a touring company through Scotland. Three hundred all told is far more than most of us can boast of. Mr. Limouzin rightly lays stress on the value of "Imagination, involving a sense of the artistic." It was the lack of it that used to give us rectangular ramparts, set mechanically across the course at stated intervals on the way to flat, square greens. Naturally, too, he emphasises the importance of economy in these hard times. The amount of money wasted in ill judged alterations, which have afterwards had to be undone, is enough to make committeemen weep. I hope I may soon be trying to get out of Mr. Limouzin's engaging bunkers. B. D.

CLOSE OF THE TWEED AUTUMN FISHING

OF all the large Scottish rivers the Tweed is the last to close its waters, being open to fishing to December 1st; six weeks after the Tay closes, and a full month after the Dee and Don. So long an extension of the autumn fishing is a doubtful policy, for November salmon are seldom in first-class condition, and often, even when fresh from the sea, are heavy with spawn. Despite a very big spate in all the Scottish rivers during the first week of October, the autumn salmon fishing has everywhere been disappointing, and of the best known rivers the Tay was, perhaps, the most successful.

On the Dee the October flood was a record one, beating even the historical spate of 1829. A result has been the changing of the river bed in many places, famous pools having been quite obliterated and pools formed where none had been before. The full extent of the damage done, however, will not be seen till the spring fishing is well under weigh. A noticeable feature of the Dee autumn run of salmon was their large average weight—a small beat yielding fifteen fine fish, averaging 23lb., with the largest of the lot not above 30lb. in weight.

With each year the autumn fishing on the Tweed has steadily deteriorated, and this season, for the third consecutive autumn, no angler accounted for a catch of double figures in any single day. It would seem that, from being essentially an autumn river, the Tweed is now providing its best fishing in the spring months of the year. Various reasons must be held accountable for this fact. Pollution is increasing, and this affects the autumn more than the spring run of salmon, for during the early spring a heavier volume of water is being carried down the river and the pollution, therefore, becomes more diluted. Then the netting is very heavy, and there is more poaching on the Tweed than on any salmon river. As showing the extent and success of this poaching, the price of salmon at Selkirk this autumn was the extraordinarily low one of 3d. per pound!

The heaviest autumn Tweed salmon of 1920 was one of 37½lb. taken by Mr. Cayley at Rutherford on November 5th. For the record autumn fish the weight is not a large one—a small salmon in comparison with the monster found dead this year on the bank of the Wye. This great fish had in its mouth a minnow, and some unknown angler had lost the salmon of a lifetime, for it was calculated that when first dead it must have weighed over 80lb.! Curiously enough the record Tweed fish of the year was a "springer" weighing 43lb., taken during April. This salmon was 53ins. long by 24ins. girth.

On October 30th Lord Dudley's fisherman had the best take of the season out of any single pool, landing no fewer than nine

salmon from one of the fine pools on the Floors Lower Water. On this beat Captain Balfour of Newton Don had eighteen salmon in November, the heaviest one of 26½lb.

On Ednam House water twenty-six fish were landed during the autumn, the largest 30lb., and the total weight 502½lb., or just under 20lb. apiece.

On Sprouston Water fifty salmon were taken, and Hendersyde yielded eighty. Carham fished well, giving eighty-five fish; thirteen in one day to two rods.

On the Makerstoun stretches forty salmon were landed, seven of them, weighing 145lb., being landed by Mr. Bell Irving on October 9th. On November 26th, on the Rutherford water, Mr. Cayley had an excellent day, landing during the short hours of late November daylight nine fish from 11lb. to 24lb. On Mertoun the Earl of Ellesmere had seventy-five salmon, nineteen of them in five consecutive days. On Dryburgh twenty-five salmon were taken. On the Gladswood beat during the spring and autumn thirty-four salmon were landed.

On some of the upper stretches of the Tweed no fresh run salmon showed themselves till after mid-November, for after the spate of the first days of October the river soon ran down, and October thereafter was very dry, with no flood or even a freshlet.

I did not hear of any small spring salmon being taken during November, although one or two of these beautiful little salmon from a very early run are usually caught before the autumn fishing closes.

SETON GORDON.

SOUND ON LAND AND SEA

IF we were asked to name what would be the most appropriate book to give as a present to any child between the age, say, of eight and eighteen, though the latter boundary may be extended as far as is desired into the riper years, we would have no hesitation in selecting Sir William Bragg's most engaging volume called *The World of Sound* (Bell). The basis of the work will be found in the lectures which the author gave at the Royal Institution last Christmas. His audience comprised both old and young, and it would be impossible to say that more delight was given to one than to the other.

For the purpose of exposition, lectures have the advantage over the written word. Anything told orally is more easily apprehended than it is when written, and the eye which saw the various experiments actually conducted conveyed a more direct message to the brain than does even the best diagram. On the other hand, listeners, unless, indeed, they were exceptional, could not fully appreciate that charm of simple language which Professor Bragg possesses, and it is only in reading that one appreciates his peculiar gift. It is that of co-ordinating all the knowledge of an unforgetful and very keen observer. An ancient saying about education is that it is built up by adding the unknown to the known. Unless a child has some foundation with which to connect it, a new fact is difficult to assimilate and more difficult to keep in the memory. Professor Bragg gets out of the difficulty by piling one familiar instance on another until the dullest may understand. An example will show this better than a lot of explanation. Take his illustrations of the fact that sound takes time to travel. Suppose you are standing on one side of a valley and watch a train approach a station a mile or two away on the other side. You may notice when the first steam issues in a white cloud from the whistle; the engine-driver is giving warning that he is coming. Light travels so fast, however, that the steam is seen on the instant the engine-driver opens his whistle, but many seconds may elapse before you hear the sound. Here the author interposes an interesting little experience of his own.

> I have often watched the woodcutters at work in Australia, where the clear still air makes it easy to see and hear at long distances. From one side of a wide gulley I have seen the strokes of the axe fall noiselessly far away on the other side and then when the man has straightened himself and begun to move away, the noise of the blow has reached my ears.

A still more curious illustration is to be derived from watching a long street procession. It goes to music, and every man puts down his foot at the beat of the drum. Few may have noticed that the rear ranks do not hear this beat as soon as the front ranks and in consequence the marching is not really in step. "If you look sharply you will see a ripple run along the line as the heads go up and down slightly to the movement of the foot." These are instances which can easily be verified.

Our particular readers will be especially interested in the chapter on "Sounds of the Country," many of which are the very sounds of nature which ears were made to hear. Of the songs of birds, the most joyous of all country sounds, it is questioned whether we really hear all the notes. Our ears have a defined range and are not sensitive to notes above a certain pitch. Sir William asks if we hear all the notes of a wren or a blackbird. He is inclined to believe that to their fine and more aerial music the human ear is deaf. It has often been shown in our columns that some people have never heard the little squeak emitted by a bat. Among insects he finds thousands of examples of great interest. To take one, the grasshopper has a little tambourine set in the wing, the use of it being "to give a better send-off to the air pulse." The house cricket has "a bow"; so have chirping insects. The "death-watch," whose ticking is associated with so many superstitions, is so clearly explained that one would think it would never more be called the "death-watch." Says the author, "it lives in wood, and signals by rapping its head thereon, which seems very appropriate considering that wood carries rapping sounds so well." Insects which play instruments are the bluebottle and the death's-head moth. Darwin has recorded that there are butterflies that make sounds, and in Japan are insects which make such pleasant noises that they are bred and sold like song birds.

Of all noises those made by the wind are the most arresting. The two chief ways in which noises are caused by the wind are the æolian tones and the rustling of the leaves. The æolian harp discourses music for the same reason that the telegraph wires sing in the wind. When the wind blows over the harp the "wind note" for any one string depends upon the thickness of the string and the speed of the wind. Sir William says "the music as it rises and falls has a certain wild quaintness, because among the overtones is one that is given by a string when divided into seven, and this is not found in our musical scale." Several illustrations are given. There is one showing Rayleigh's experiment of the revolving basin. The movement of the water sets the pendulum swinging across the direction of flow.

Now let us take the second way in which the wind makes a sound; that is, by setting the leaves of the trees rustling against one another. In this way they start little shivering vibrations to which the ear is sensitive. A clever little experiment that anyone may make will explain how it occurs. Allow pieces of paper of different forms to flutter to the ground and the following effects will be seen. When a flat piece of paper, twice or thrice as long as it is broad, is allowed to fall it acquires a uniform rotation, and goes to the earth as if it were a wheel rolling down the underside of an inclined plane. A very interesting diagram is given to show pieces of paper of various forms falling to the ground. Anyone can try this by dropping a packet of letters, laid on top of one another, down the well of the stairs in a set of flats. It will be seen that they descend without deviating to one side. One letter would not fall so by itself and still less a postcard. There is too little opposition to a glide to one side. Sir William explains how the effect of getting on to new air explains the motion of an aeroplane or a bird. It is very delightful to follow this exposition, much of which continues the article on the causes of the noise made by the wind which was published in our pages earlier in the year.

The only way to deal satisfactorily with the very charming chapter on "Sounds of the Sea" would be to quote it *in toto*. The sea is unlike the air and the earth inasmuch as it is noiseless. Only on the fringe of the shore are the wavelets tormented by the land into giving noise. Down in the depths of the sea all is silent. So are the finny inhabitants of that country. The land animal cannot move without making a noise, however slight. A bird cannot fly without a beat of its wings; but the fish glides about on his errands and occasions without clamour of any kind and to a large extent without the faculty of hearing. His ear is undeveloped, although Sir William Bragg does not go so far as to say that the audible sense is wholly absent from fish.

But those who are interested must get the book and read it for themselves. They will be delighted with such a combination of knowledge and charm as one very seldom finds in literature, or out of it.

BOOKS WORTH READING.

The Victory at Sea, by Rear-Admiral William Snowden Sims, U.S.A. Navy, in collaboration with Burton J. Hendrik. (Murray, 21s.)
Aspects of Literature, by J. Middleton Murry. (Collins, 10s.)
The Autobiography of Andrew Carnegie. (Constable, 25s.)
Some Contemporary Poets, 1920, by Harold Munro. (Parsons, 7s. 6d.)
Bliss and Other Stories, by Katherine Mansfield. (Constable, 9s.)

CORRESPONDENCE

FLOODS AND IRRIGATION.

To the Editor.

SIR,—I should be very much obliged if you would give me your opinion as to how far floods may be beneficial. The question arises in this way: a proposal to improve a drainage area is made, and we are met by the answer that the silt deposited by the floods is invaluable. It is obvious that even if this is true, the flooding also inflicts damage and may come at a time of year when hay crops, etc., would be much damaged. The question would thus appear to be that of a balance: credit—silt, debit—flood damage, etc.; but is there any authority for saying that the silt does do any good under ideal conditions, *i.e.*, getting the water on at the proper time of year and getting it off quickly? A drainage board could construct works by which irrigation could be regulated, but its first work appears to be to render possible the drainage of saturated areas.—DRAINAGE BOARD.

[We submitted our correspondent's letter to Professor Russell, of Rothamsted, who writes: "No! Floods are not beneficial because they cannot be controlled. Irrigation is a different matter: the proper quantity of water can be put on at the right time and much benefit results. But floods may come at unsuitable times and in unsuitable quantities. The deposition of silt to be of any use must be rigidly controlled, and "warping," the process by which it is carried out, is possible only under certain definite conditions. The first duty of a Drainage Board is to remove excess of water. If, having done this, they find they can profitably go in for irrigation or warping, by all means let them try. But it is a subsidiary and not the main business."—ED.]

ANOTHER PEDIGREE SOW'S LITTER.

To the Editor.

SIR,—In answer to your request for the experience of other breeders as regards big litters, I have a sow, Mabel of Keston, which has given me four litters.

First litter	..	..	15
Second litter	..	..	17
Third litter	..	..	17
Fourth litter (three months ago)			13

making an average of just fifteen per litter. She is a pedigree Middle White and was the foundation of my prolific herd, and I am pleased to say she has handed down to her children the same prolific strain. One of her gilts which farrowed down with her first litter four months ago (Keston Mabel) gave me fifteen nice pigs of which she reared ten. Another of her daughters gave me thirteen in her first litter. I am now quite confident that the prolific characteristic is handed down *via* the dam rather than *via* the sire. I have conducted several experiments and the results tend to prove this to be the case. As a proof also of the rapid growth and quality of Mabel's children, the pair of pigs with which I won first prize at the Smithfield Club Show last week were bred from a daughter of the above sow and were part of a litter of seventeen. Also the first prize which I won at the Bath and West of England Show at Salisbury this year was with a pair of boars from Mabel sold at 100 guineas each at six months old. This I feel sure will convince readers that a prolific sow is able to breed good pigs. All my pigs are bred and reared out of doors in woodlands.—M. J. ROWLANDS, M.D.

PECULIARITIES OF MISTLETOE.

To the Editor.

SIR,—The most frequent host plant of the mistletoe is the apple, and it is this year notorious that some old orchards, notably in Herefordshire, carry heavier crops of mistletoe than of apples. As everyone knows, mistletoe is a parasite living upon various trees. Next to the apple the hawthorn is probably its most



"THE ACCURSED MISTLETOE."

common host plant. It is also met with on the willow, poplar, lime, maple, mountain ash, and even on the cedar of Lebanon and larch. There is a popular impression that the mistletoe has a great liking for the oak, while, as a matter of fact, the two are seldom found together. The rare occurrence of mistletoe growing upon oak was held sacred by the Druids and regarded as a divine gift. A most singular thing concerning mistletoe is that although it occurs on a very wide range of trees, and is so very common on the apple, yet it is very seldom, if ever, found on the pear. Some attempts to grow mistletoe on pear trees were made recently; in no case, however, did the mistletoe get beyond the stage of germination and no leaves were developed. The mistletoe, in its attempt to establish itself upon the pear trees, killed all the tissues of the trees just within the bark, completely encircling the stem and all growth was killed above the point where the mistletoe germinated. The origin of the modern custom connected with mistletoe is not very clear, but the plant has been associated with many superstitions from most ancient times, and has been highly extolled for its medicinal virtues. The late Dr. Masters, writing of the modern custom connected with mistletoe says: "Like many other customs, its original significance is only guessed at. If known perhaps the innocent merriment now associated with the plant would be exchanged for a feeling of stern disapproval and the mistletoe banished from our homes."—H. C.

REMOVING DUCKWEED FROM A POND.

To the Editor.

SIR,—I read with interest your answer to your correspondent on a somewhat similiar topic last week, and should be so much obliged if through your columns you could advise me how to get rid of duckweed from a natural pond about twenty-five yards in diameter. Till May of this year there was no trace of it as far as I know, but we had ducks till the preceding October and they may have eaten it. But in May I accidentally put in as much as would cover a small basin while cleaning out some pond specimen cases, and on my return here in September I was sorry to find *very* large patches of it on the pond and all edges quite green. The pond is fringed with willows and banks of grass. As our neighbour's pond is quite spoilt by the dense mass of this weed I am anxious to stem the growth on our own, so make this call on your time. There is much animal life in the pond—newts, dragonfly larvæ, etc.—but no fish.—DELINQUENT.

[Duckweed cannot be killed with a weak solution of sulphate of copper as is the case with lower orders of plant life, and the application of a solution strong enough to kill the duckweed would doubtless mean death to animal life and other water plants. So far as we know the only method that has been found effective is to keep the duckweed skimmed off the surface of the water. A triangle or circle of stout wire covered with canvas at the end of a long pole is useful for removing the weed. It is necessary, however, to persevere with the work for several weeks to make an effective clearance. A skimmer made on the following lines has been used with great success, and a description of it may be of service to our correspondent and to other readers: The pole consists of a straight piece of green yew 7ft. 3ins. in length, and triangular cross-pieces of split hazel are nailed to it. Coarse gauze wire is then tacked on to the flat or split sides of these cross-pieces and made quite taut. Both sides of the skimmer can be used, but the side opposite to that on which the wire is fastened is best for the purpose, as the duckweed cannot float away when once it is inside the shallow net formed by the cross-pieces. With this rough-and-ready contrivance buckets of duckweed have been removed in a few minutes.—ED.]

WOODEN HOUSES IN AMERICA.

To the Editor.

SIR,—The shortage of houses in England is very acute at the present time, and to some extent the same thing may be said of America, but in this land of hustle houses can be built very quickly, for nearly all the houses are of wood. The average Britisher looks down upon a wooden house, but he that does so has not seen the beautiful wooden houses of some of the American millionaires, but even the ordinary houses are made to look quite picturesque. Some of them are painted white, and some are left a natural red wood colour that is more pleasing, and some are stuccoed all over—the latter has a more solid appearance and possibly withstands the weather better, but the ordinary wooden house is very serviceable, and with the modern arrangements of central steam heating very warm and comfortable in winter.—ANGLO AMERICAN.



A WOODEN HOUSE NEAR NEWARK, NEW JERSEY.



A WOODEN HOUSE COVERED WITH STUCCO.

THE ARAB COFFEE SHOP.

To the Editor.

Sir,—The coffee shop in Baghdad, of which I send you a photograph, is what the *café* is to Paris and the hotel to London. However early in the morning one is riding through the narrow streets of that romantic city the coffee shops are busy. The Arabs sit contentedly on the hard wooden benches, most of them with their shoes off and their feet tucked underneath them; a most uncomfortable position it looks to the European. A narghileh, or Arab hookah, water pipe is first brought by the "waiter," who lights it with a piece of live charcoal held between long iron tongs, the charcoal remains in the pipe to keep the powdered tobacco alight. The ceremony of pipe lighting is a lengthy job, for there is no hurry in the East, for, please Allah, the days are long in which to recline and enjoy oneself, and it takes time to settle down into a passive, meditative frame of mind. The compliments of the morning are passed to one's neighbour with the familiar "Sallam halakum," then the conversation drifts on to the topics of the day. The Arab is not a noisy talker, but he loves an argument, and his independent life gives him a mind of his own. Much wisdom is talked in the coffee shops, and many a plot is hatched and, strange to say, the news of the outside world can be gathered there. The great happenings in Europe were known in the Bazaar in Baghdad long before the official messages came across the wires; not detailed news, but the general drift of affairs: this is one of the strangest things that is met out East. I have compared notes with a friend who was in Kandahar during the Russo-Japanese war, and he told me of similar incidents, how the news that took a month or more to come through the ordinary channels was talked about in the Bazaar a few hours after the events happened. By the time the conversation is fairly under weigh the "waiter" is round with coffee—and such coffee! The finest coffee in the world is produced in Arabia, but it is not only the quality of the coffee, but the method of making it that is responsible for the wonderful Baghdad beverage. The coffee is made in a pot which is always kept at the boil on a charcoal fire; it is seldom washed out, but fresh coffee added from time to time so that a thick syrup-like liquid of concentrated coffee essence, forms at the bottom; when a new pot is started a little of this is taken to give the new pot the necessary flavour; liquorice and other herbs are added; in fact, it is difficult to say what different ingredients it does contain. The concoction may be rank poison, but it is very delicious, and only a small amount is taken at a time, for the "waiter" puts about a teaspoonful into a small cup that would not be large enough to serve as an ordinary eggcup. He puts more in from time to time, but only in very small doses, and the coffee is sipped as the hours roll by. The coffee pots are very curious in design and not without artistic merit. The coppersmiths of Baghdad are famous all over the East, and from a flat sheet of metal they hammer out very beautiful designs in pots and pans. The first coffee pot illustrated is the one in most general use, and the beak-like spout makes the pouring out a pleasure, and there is little excuse for spilling any of the precious liquid. There are a number of different styles of coffee pots in use, some have long saucepan-like handles, while others have curved ones, but most have the beak-like spout; a few are made of brass, but copper is the usual metal. While in Baghdad I made a collection of different kinds of pots, a few of which are here illustrated. The tiny little saucepan is used by private individuals when they want to prepare something very special, indeed, and its capacity cannot be more than 2 ozs.—G. R.



COFFEE AND CONVERSATION IN BAGDAD.

CURIOUS GROWTH OF AN OAK.

To the Editor.

Sir,—I enclose a photograph which you may think of interest to your readers. It shows an oak tree with a branch of peculiar shape; but whether this deformity is a natural one or not no one knows.—W. L. Scudder.

[This is one of the most curious instances of in-arching that has ever been brought to our notice. The common oak is remarkable for its angular branching, though why the branching should have taken place at right angles as in this case we are unable to explain. It is possible that the fusion of two distinct branches took place at the right angle, and that the lower part of the vertical branch died subsequently, in which case the illustration would represent an instance of double in-arching.—Ed.]



NATURAL OR ARTIFICIAL?

TENNIS BALLS IN SHAKESPEARE.

To the Editor.

Sir,—The interesting discovery of two ancient tennis balls which were stated to be stuffed with human hair, by workmen re-roofing Westminster Hall, reminds one of Don Pedro's remark when he and Claudio are teasing their friend Benedick—Act III, Scene ii, "Much Ado About Nothing": "*Claudio.*—'If he be not in love with some woman, there is no believing old signs: he brushes his hat o' mornings; what should that bode?' *D. Pedro.*—'Hath any man seen him at the barber's?' *Claudio.*—'No, but the barber's man hath been seen with him; *and the old ornament of his cheek hath already stuffed tennis balls.*' *Leon.*—'Indeed, he looks younger than he did by the loss of a beard.'" It has been said that in Shakespeare there can be found reference to almost every subject. N.B.—Even hair-stuffed tennis balls! So the above may be of interest.—Alice Hughes.



TYPES OF ARAB COFFEE POTS.

THE ESTATE MARKET

THE SEASON OF RETROSPECT

INEVITABLY at this period of the year the mind reverts, more or less pleasurably, to the doings of the past twelve months, and almost as certainly it is apt to take a further leap back through time to pre-war days. But it is not an exercise to be freely indulged in, for Mrs. Gummidge, "thinking of the old un," does not stand out as a particularly exhilarating person. In so far, however, if at all, as the remembrance of the past may provide hints for future action, the recollection of the year's doings may serve a useful purpose. Whether it can have any great utility that way is, perhaps, more doubtful this year than it has ever been, since the conditions are so entirely without precedent.

NAPOLEONIC PRECEDENTS.

SOME critics seek to draw inspiration from what happened after the Napoleonic wars, but, however helpful that may be in regard to general economic problems, it will not avail very much in considering the special problems of the property market, because there is hardly any point in which the real estate market to-day is analogous to that of the early years of the nineteenth century. It may even be doubted whether, in any sphere of modern life, the experience of a century ago can now assist us very much, as we are face to face with new phenomena in the entire economic world, and if, therefore, venture-some souls range so far afield as the early days of last century they are not likely to derive much advantage from it towards solving the problems of to-day.

For our own part we are inclined to keep strictly to the last year or so in any remarks on the market, and to forget pre-war conditions as completely as, we imagine, must a housewife marketing to-day banish the recollection of prices of commodities in and before July, 1914. Those days are gone beyond recall, and to think about them does not increase the sum of human happiness or point any useful moral as regards circumstances in the present and future.

DANGER OF PROPHESYING.

A NUMBER of leading firms will no doubt offer us observations on their own experience in the market, and some may possibly extend their survey to general considerations, but there will be many more firms, and some of them among the most busy in recent months, who will be unable or unwilling to venture into either the comparatively safe or the undoubtedly dangerous realm of recording the course of business, or of prophecy respectively. It was never more dangerous to prophesy than now. Optimism may temper opinions, but there are facts which cannot be ignored, and suggest that it will be harder to do business in the next twelve months than it has been at any time since the Armistice. There are manifold indications of it, and not least is the strenuous manner in which so many firms are already proclaiming that this or that property is "for sale at a sacrifice," "terrific bargain," and so forth. They may be straws, but they show that the wind is blowing with something of the easterly chilliness that has made all of us look out our ulsters in the last week.

BURDENS ON PROPERTY OWNERS.

IT would be folly to attempt to deny that the property owner of every description is prejudicially affected by the growth of what Scotsmen have always called "public burdens," and burdensome they undoubtedly are, both in town and country. These things are extrinsic but very relevant, for the pressure of rates, and more particularly taxes, closely affects the property market in a variety of ways. It is, on the one hand, a compelling cause of much of the break-up of estates and, on the other hand, a factor which tends to impair the purchasing power of would-be buyers of such properties. It is a two-edged sword that wounds both vendor and purchaser.

REPEAL OF THE LAND TAXES.

THE repeal of the Land Taxes which were imposed by the ill-starred Budget of 1910 stands to the credit of the powers that be as an achievement in the present year, but it came not before grave damage had been caused to the development of building land, and great expense and trouble by the incidence of Increment Value Duty and Reversion Duty. Millions have been squandered in creating and paying huge staffs to administer the Act, which has now been relegated to the limbo, but the staffs remain, as staffs have a way of remaining when once established out of public funds. Income Tax and Super Tax have taken a heavy toll of whatever has remained to landlords after defraying the immensely increased cost of maintaining estates, and local rates and tithe have gone steadily upwards, a fact not to be wondered at when it is seen that pressure from what are styled "the central authorities" in Whitehall has forced many a local authority of economical tendencies to incur expenses whether these seemed necessary or otherwise in the judgment of those on the spot and presumably best acquainted with the needs of a locality. Instances are plentiful, and need not be mentioned.

RENT RESTRICTIONS.

URBAN landlords of every class have had their own peculiar difficulties to meet in the matter of the legislative interference with freedom of contract involved in the Rent Restriction Acts. Numerous other things might also be named, all working in the direction of rendering the position of a property owner less enviable than it used to be.

STRENGTH OF THE MARKET.

THAT the market has kept its tone so well is a strong proof of its inherent vitality, and a cause for hope as to the eventual outlook. One of the brightest spots in the market has been the steady demand for farms. This has been remarked very often in these columns, and there is warrant for repeating it in a brief review of the salient features of the landed estate market. We gave last week some figures compiled by a leading estate agent and auctioneer, and his experience and conclusions could be corroborated by firms in all parts of Great Britain.

680 ACRES AT ATHERSTONE.

NEW HOUSE GRANGE, Benn Hill and Bassett's Farm are to be sold, as a whole or in three lots, at Atherstone on January 18th, by Messrs. Knight, Frank and Rutley. The holdings are 680 acres in extent altogether, and freehold, midway between the Leicestershire and Warwickshire coalfields, and possess mineral possibilities. Atherstone is four miles distant, and Tamworth and Nuneaton nine miles. New House Grange is an old manor House and Benn Hill is modern with well arranged buildings mostly of recent construction. The land is slightly undulating, well sheltered and fenced, varied in character, and mostly a productive heavy loam. For the most part it consists of valuable grazing, feeding pastures and meadows, offering exceptional dairying facilities; the remainder is good corn-growing and arable land. The estate is in the centre of the Atherstone Hunt and within easy reach of the Quorn, Pytchley, Mrs. Fernie's and the North Warwickshire. Partridge and pheasant shooting is likewise worth mentioning.

ST. PAUL'S CHAPTER HOUSE AS BANK.

ON two grounds at least it is permissible to mention that the Dean and Chapter of St. Paul's has just granted a lease for twenty-one years of the Chapter House of the Cathedral to Lloyds Bank. One is that the large building in St. Paul's Churchyard is an example of Wren's work, and the other, and perhaps the more interesting, is that it reveals the acute strain which the current level of expenditure is putting on every kind of corporation. It is gratifying and not surprising to learn that the Directors of Lloyds Bank, while intending to use the premises as a bank, are firmly resolved to make no alteration whatever in the exterior of the structure, and to conserve its internal features with the utmost care.

CONTENTS OF OVERSTONE PARK.

MESSRS CURTIS AND HENSON have received instructions to offer the furniture at Overstone Park, Northampton, for sale by auction in January. This property belonged to the late Lady Wantage, widow of the first and last Lord Wantage, V.C., and is now sold by order of Mr. A. Thomas Loyd. The mansion, built by Lord Overstone, is a very large structure of stone, and stands in a park of over 800 acres. The contents include some fine pieces of French and Italian furniture and a large collection of works of art, including old Italian paintings, a fine equestrian figure of Queen Elizabeth in bronze, marble statuary, old French clocks, choice alabaster, and porphyry and basalt vases.

SALE OF CROXALL HALL.

THIS charming Elizabethan manor house near Lichfield, for centuries one of the seats of the Curzon family and the Dukes of Dorset, has just been sold by Messrs. Parsons, Clark and Bodin, thus completing the realisation by this firm of the Croxall estate of about 1,288 acres, which has produced altogether a sum of £55,000. The estate was offered by auction in September, when the whole of the agricultural portion was sold, but the residence and park were withdrawn for private negotiation. This latter has now been purchased by Mr. Thomas Jenkins, a former Mayor of Burton-on-Trent.

The manor which forms the estate was granted by William the Conqueror to Henry de Ferrers, and soon afterwards passed into the possession of the Curzon family, with whom it remained till the early days of the seventeenth century when it was left by Sir George Curzon to his daughter Mary, who married Edward Earl of Dorset. In 1779 the third Duke of Dorset sold the estate to Mr. Thomas Prinsep, and eventually it passed to Mr. Prinsep's nephew, Mr. Thomas Levett, who took the name of Levett-Prinsep, and with his posterity it has remained until now. There is nothing to show when the Curzons built the house, but one wing is obviously of the time of Henry VIII, and the more modern additions have been in keeping with the original portion. Another distinction that the place enjoys is that it was sometimes visited by Dryden.

SALE OF BOURN HALL, CAMBS.

BOURN HALL, Cambridgeshire, with 440 acres, has been sold following the auction by Messrs. Hampton and Sons in conjunction with Messrs. Scruby and Gray. Bourn Hall is a beautiful old Tudor house retaining most of the characteristic features of the period, and standing on high ground just off the Great North Road, surrounded by prettily timbered park and old grounds.

HUNTON, NEAR WINCHESTER.

THE Hunton estate, near Micheldever, seven miles from Winchester, has been sold by Messrs. Edwin Fear and Walker in conjunction with Messrs. Rutter. Hunton is a holding of over 900 acres, and includes an excellent house and extensive buildings.

RUGBY SALES.

AT Rugby Messrs. James Styles and Whitlock offered for sale properties in the district, but business was by no means good. Prior to the sale, acting in conjunction with Messrs. Bidwell and Sons, 44 acres of College land at Claycoton, Northants, had been sold privately to the tenant. The residential property known as The Limes, Hillmorton, near Rugby, with vacant possession, was withdrawn at £1,200; Yew Tree Farm, Bubbenhall, near Kenilworth, of 105 acres with vacant possession, was withdrawn at £4,500.

A WILTS FARM SOLD.

MESSRS. BATTAM AND HEYWOOD have sold by private treaty the Wiltshire dairy farm Quelfurlong, near Cirencester. The property consists of 600 acres. The whole of the live and dead stock was also disposed of by the firm by private treaty. Messrs. Battam and Heywood also report the sale of freehold City premises, 78, Upper Thames Street, at a satisfactory figure.

AN ESSEX SALE.

MESSRS. GEERING AND COLYER have sold Ardleigh House, Hornchurch, an Essex freehold of 15 acres, for £6,300.

LORD DOWNHAM'S HOUSE.

LORD DOWNHAM'S house in Buckingham Palace Gardens, submitted by Messrs. Wm. Willett, may be bought privately at about £4,500.

ARBITER.

SIR PHILIP SASSOON'S HOUSING SCHEME

IN view of the present high cost of building, resulting in the anomaly of £1,000 cottages that have to be let for a sum far below their economic rent, many people have come to regard the housing problem as rather a hopeless one. There are, however, instances which show the possibility of a happier result, and one such is afforded by the cottages which are being built on a small estate at Folkestone by Sir Philip Sassoon, who himself has been at great pains to secure the best possible scheme under existing conditions, with the utmost comfort for his tenants. The outstanding feature of these cottages is that, while being quite commodious and of very sound construction, in view of their exposed situation, they are costing not more than £750 each, and though let at a rent within the compass of their working-class occupants they give a return of 4 per cent. on the capital invested in them. Such a percentage is, of course, not an adequate return in the present state of affairs, more especially as it does not include anything for maintenance and repairs. But it offers at least a satisfactory indication that even a small return on a housing scheme may be secured to-day; the result being the more noteworthy when we remember the heavy losses incurred on schemes throughout the country, where the rents practicable are only one-half or even one-third what the economic rent would be. One turns therefore to this scheme of Sir Philip Sassoon's with considerable interest. Investigation shows that there is no particular mystery attached to its success, and though the circumstances under which the work has been carried out are favourable, they are not remarkably so; the main success of the scheme seeming to rest on good organisation and careful attention to detail.



BLOCK OF FLATS FACING EAST CLIFF GARDENS, FOLKESTONE.

The site is on the Durlocks, just above Folkestone Harbour, at the lower end of the East Cliff. It slopes down from east to west, and the cottages which will form a façade looking seawards (see perspective below) have involved a good deal of difficulty in planning as well as in levelling for foundations, so that the cost of this front portion will be considerably more than that of the cottages on the area behind.



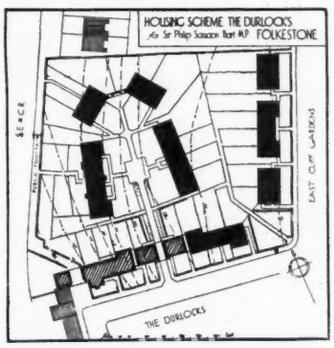


FIRST PORTION OF FRONT BLOCK TO THE DURLOCKS.



FRONT TO THE DURLOCKS, FOLKESTONE.
Ewart G. Culpin and R. S. Bowers.

The lay-out is shown by the accompanying site plan. It has been complicated by the abnormal slope, but, with skilful arrangement, the requisite balance between the blocks on either side of the courtyard has been preserved. In all, there will be accommodation for thirty-three families, about sixteen of whom are already in occupation. The scheme was commenced at the beginning of this year — in February — and the majority of the houses are now completed or in process of completion, the only considerable portion remaining to be erected being the front block shown by the bottom illustration on the preceding page.



SITE PLAN.

The cottages are built in pairs and in blocks of four. Each comprises on the ground floor a good-sized living-room (averaging about 15ft. by 12 ft.), having a "Registroven" stove that serves the dual purposes of an open fire and closed stove, with boiler for hot-water supply; parlour, scullery, bathroom, larder and coal-store. Upstairs are three bedrooms, the largest averaging 160 ft. super., each having a roomy cupboard. In addition to cottages with the foregoing accommodation there are some flats. These are arranged in two-storey blocks, an outside staircase giving access to the upper flat, and each flat being in direct communication with its own garden. The accommodation is precisely the same as in the cottages, with the exception that there are two bedrooms instead of three. The cottages are let at 12s. a week, and the flats at 10s. a week, the tenants paying the rates in each case. The ground floor rooms are 8ft. high and are floored with boards nailed down on to 3ins. of concrete on a foundation of broken brick. The walls are plastered and distempered a buff tone, and the woodwork is dark-stained. Standardised window-frames and doors have been used throughout this being one of the economies in cost. In connection with the windows, attention may be drawn to the special hinge on the opening lights. As will be seen from the photograph reproduced below, when the light is pushed full open there is a space through which the hand can be passed. In this way it is possible to clean the outside of the windows from inside the rooms.

The cottages are built of brick, with 11in. hollow walls, some of them being roughcast, others finished with a smooth cement face, whitened. The roofs are boarded and felted under the tiling; the window-frames are all painted black; and tarred weather-boarding gives character to the principal elevation.



DETAIL OF WINDOW.
Showing hinge which enables the outside of the panes to be cleaned from the inside.

One feature of the plan which merits special notice is the arrangement of the bathroom and scullery. It is now generally recognised that to put the bath in the scullery is most undesirable. Even in working-class property it is quite commonly required to be upstairs, which is the best of all places for it, but this involves additional expense. In the case of Sir Philip Sassoon's cottages, economy in equipment—and especially in hot-water supply—is achieved by putting the bathroom adjacent to the scullery, with a pair of doors cutting it off from the latter. A copper is installed at one end of the bath, and this not only enables additional hot water to be easily procured and as easily ladled into the bath when required for the weekly "tub," but also affords a very convenient arrangement whereby the bath can be used for rinsing on washing days.

Seeing that there is nothing unusual about the construction of these cottages, one may ask why the same success cannot be generally achieved. It is necessary, however, to remember that in this case the materials were available on or near the site: the sand for mortar was dug on the spot, and local bricks and tiles were obtainable. Also, the cost of labour is less than it is in certain parts of the country, the rates for bricklayers being only 1s. 11d. per hour as against 2s. 4d. in London, and the labourers' rate 1s. 8d. against 2s. 1d. But these facts do not account for the whole economy effected. Good organisation has been the determining factor. It is not too much to say that practically every market in the country was searched to find the cheapest price for everything required for the cottages, and if it was found that a particular article was not obtainable at what was considered to be a reasonable price, something equally suitable was substituted. In connection with the scheme it has been everybody's interest to keep down costs, and the system set up by the architects has had the effect of securing much keener buying and the exercise of much more common-sense in construction than is usual. The simple fact of one particular pattern of goods being specified for hundreds of building schemes creates a shortage, and results in an increase of price. By the very conditions under which they work, local authorities are a good deal restricted in the matter of substitution, but in a scheme like the one under review, where discretion is given to the architect to do the best he can for his job, the advantage of business method is quickly seen. Sir Philip Sassoon's scheme has, indeed, been very skilfully conceived and carried out, and all concerned — especially the architects, Messrs. Culpin and Bowers—are to be congratulated on what has been done. Messrs. Marx of Folkestone are the builders.

R. RANDAL PHILLIPS.

PUBLIC SCHOOLS RIFLE SHOOTING

THE "COUNTRY LIFE" COMPETITION.

COPIES of the preliminary draft conditions for next year's COUNTRY LIFE Competition for teams of miniature-rifle shooters have been forwarded to those Public Schools which, by the possession of Officers Training Corps, are qualified to enter. Shooting for the two challenge cups presented in 1912 by the proprietors of this paper takes place next March. In the ordinary way the conditions circulated at about this time of year are those finally approved, but an exception has become necessary on the present occasion owing to the fact that the rules have been re-cast, the idea being to codify the detailed amendments and explanations which have been progressively incorporated. In addition, there are one or two changes which have resulted from suggestions emanating either from the musketry authorities or from the schools themselves. These changes require approval in their drafted form.

Special reasons exist for so framing the conditions that they shall represent the best possible means of promoting a high individual standard of military marksmanship. Modest as was our initial attempt to further this great cause, its consequences have exceeded the most sanguine hopes. COUNTRY LIFE conditions have, as a fact, become the standard for miniature-rifle practice in the majority of the Public Schools. Hence the necessity for perfecting them in light of the experience gained from year to year.

One cup is presented for competition to schools having three platoons or over, the other to schools having less than three platoons. Hitherto rather easier conditions have been provided for the smaller schools, but next year these will be alike for all, the assumption being that the quality of a team of eight need bear no relation to the number from which choice is made. As the conditions stand, Series 1 consists of five shots deliberate, which are judged by group area alone; Section 2 of ten shots fired

in sixty seconds at the Bisley "tin-hat" target; Series 3 of five shots snap-shooting at the disappearing head-and-shoulders target; and Series 4 of six shots per pair of shooters at invisible objectives on a landscape target, the team leader finding the objectives with the aid of glasses and directing the fire of his team by verbal description alone. Each school shoots on its own 25yds. range under the control of a duly appointed Superintending Officer.

SHOOTING PROBLEMS ON A SURREY ESTATE

PICKHURST estate is situated near the village of Chiddingfold in Surrey, has Witley as the nearest station, Godalming as the market town, with Guildford some distance farther away. The owner was good enough to supply much useful information and to explain on the spot, when I visited Pickhurst, the multifarious tasks which await the doing under conditions, be it understood, of unprecedented difficulty. Rippling, rolling country, with miniature hills on every side, clothed with copse and spinney, is the lovely picture prescribed at Pickhurst. The estate covers some eight hundred odd acres. About half the area is in coppice or timber. The trees are nearly all oak, a native of the country, and the undergrowth is hazel. According to the map—and in due course emphasised by the tour which was made—no particular arrangement was evident in the lay-out of the woods. They, in fact, "just growed," no doubt being the remnants of the former complete afforestation of this and the adjoining districts. The woodlands on the estate cover approximately its Eastern half, farmlands the rest. This is not an ideal arable country, though here and there some spacious fields appeared to be in a high state of cultivation, a conclusion which received confirmation from the well filled rick-yard on one of the farms. The non-arable land is in part pasture and in part what may be described as rough fields, the total producing a most entrancing effect of diversity.

From the point of view of sport, conventional covert shooting methods would be difficult to apply, though wonders might in course of time be worked by a gradual process of development based on year-to-year experience and observation. As before stated, the woods are in superabundance so that the island effect of logically arranged coverts would have to be produced by clearances and a general emphasising of natural divisions. No doubt the final solution would be something between conventional methods and those which have been gradually built up in similarly circumstanced areas. A keeper who had charge of some equally nondescript woods told me a few weeks back that some of his most successful drives resulted from feeding the birds for some time previously in the particular flushing place which he had chosen, the hour of feeding corresponding to that when the guns would be due to reach the drive in question. Clearly the rounding up of pheasants into compact areas is no ordinary task when the coverts extend right up to the boundary and continue indefinitely beyond. That the conditions are very acceptable to pheasants was proved during the entire course of our walk, odd birds and twos and threes getting up in all directions in consequence of the unofficial wanderings of two spaniels which accompanied us.

Perhaps most seductive about this estate are the very things which are abhorrent to the keen agriculturist. Tangled wood edges extending peninsular fashion into the rough fields provided a wealth of the best sort of covert for holding game, which is walked up in the manner practised by earlier generations. The land being patchy in quality, some of it positively will not repay the cost of efficient upkeep. Inevitable neglect during the war has accentuated these defects, gaps in the fences for the time being forbidding the use of certain fields for the pasturing of cattle. Should they escape into the woods they are liable to be lost for days; perhaps when found requiring extrication from holes or soft places which keep them prisoners. Pastures which have been put under the plough in response to the imperious demands of the war have also to be restored to their one economic function. In fact, the arrears which must be overtaken have necessarily forced shooting problems into the background. Labour is a very different thing from what it was, the limited available supply being at the moment concentrated upon the renewal of gates and fences and the felling of the necessary trees.

This estate has in its time produced a satisfying total of game. As many as 3,000 pheasants have been reared in a season, while the same number of rabbits has been regularly obtained, partly by shooting, but mostly by keepering methods. This customary thinning of the rabbit population is no longer necessary, for the simple reason that they have practically disappeared. Apparently the experience is general in the district, being attributed to the cessation of vermin destruction during the war period. No more typical stoat country can be imagined than the area approximately south of London, which is characterised by small fields, big hedgerows and little bits of wood miscellaneously dispersed, the bumpy undulations no doubt largely accounting for the general lay-out of the land. Foxes are also very numerous, far more so than is good for hunting; the tangled woods are difficult to draw, and no sooner is a fox out of one wood than it is into another. There are thus plenty of four-footed explanations for the virtual disappearance of rabbits from this estate, but that the wild pheasant has managed to survive, notwithstanding the multiplication of its enemies and the removal of rabbits from the fox's menu, is, indeed, a marvel. A good trapper should be able to produce an immediate effect, but unfortunately, the office has been vacant since the death of the veteran who carried on a sort of holy war against vermin. The fact of the matter is that the entire system of estate administration has been thrown out of gear by the double effect of high taxation and wage increases. It is just a case of struggling to keep pace with the most urgent necessities, and of letting some things go, even though, standing alone, they would compel immediate attention. Certainly the 3,000 rabbits and the odd hundreds of wild pheasants, to say nothing of partridges and hares, which would result from the efforts of a keeper would more than cover the expenditure incurred. What is equally certain is that the national larder badly needs those pheasants and rabbits.

Forestry is a subject of which I have only enjoyed a slight experience, that little having been gained on estates where marketable timber is grown. This particular area opens up an entirely new line of thought. It is *par excellence* a producer of pea and bean sticks, the appalling price of which is a cause of annual complaint on the part of humble allotment holders. Clearly their high price is entirely accounted for by cutting, haulage, freight and distribution charges. Supplies in the growing state are in excess, for should there be a buyer in the market he can get all he wants at Pickhurst for 10s. an acre, pleasing himself (worse luck) how and when he removes the crop. Think of it: a gross return of 1s. per acre per annum. Much of the undergrowth in these woods is overdue for cutting, but the proper management of woodlands depends in large measure on there being a market for their produce. Rotation clearing would then proceed in accordance with the state of growth reached, funds being thereby provided for the trimming of rides, for fencing, for drainage and for all the other necessary care and attention. Under present conditions the cost of these services must be debited to sport. As regards timber trees my host of this occasion, in common with many others, is alarmed at the damage suffered by the oaks in consequence of the caterpillar invasion of the past few years. Many have become stag-topped under the strain.

I do not appear to have said very much about shooting, but what, in default, I have aimed at doing is to make clear that the regeneration of this food-yielding sport is dependent on a large number of outside factors, all of which have got more or less out of gear. Our country areas have for so long been run at a loss that the diversion of their subsidy to taxation services alters the situation in a manner which will take some time to adjust. As always, town-made money is necessary in order that the country may produce its highest yield. Shooting provides a valuable stimulant to incurring the necessary expense. Pickhurst is one among many estates which, for the time being, have reverted into rough shoots. In many respects it is ideal in that sense, but it would repay progressively whatever care is bestowed upon it. Systematic trapping is the first necessity, following which would be a gradual tidying up and partial re-formation of its woodland areas in a manner calculated to improve the quality of the sport offered. There is, in fact, no limit to the ambitions which might be entertained, subject, of course, to obvious space restrictions. As a whole time hobby or for week-end amusement the estate offers plentiful opportunities for gratifying those back-to-the-land yearnings which sooner or later haunt the mind of those who live the strenuous life.

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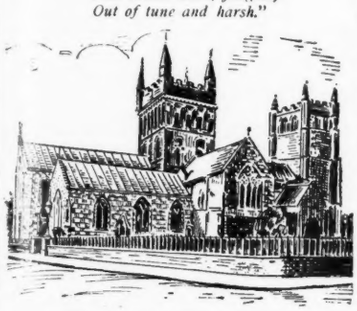
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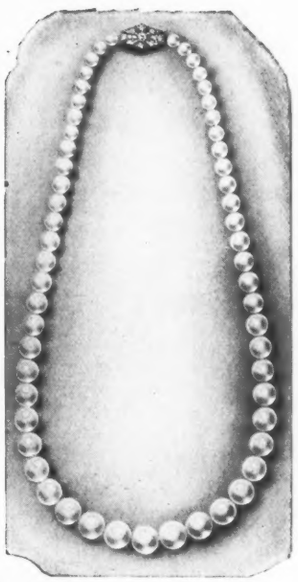
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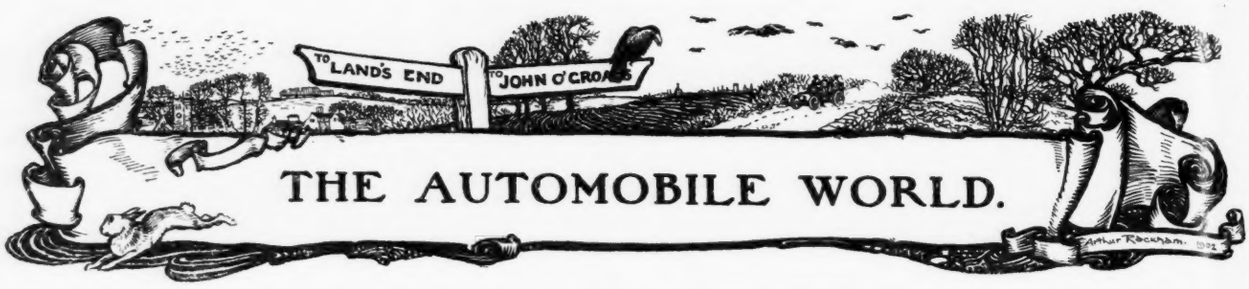
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ROAD MANNERS

IT is now several months since we referred to the subject of road manners, and since our previous references there have been developments that make the subject once more topical and even more pressing than ever before. Just why, we have never been able to understand, but it is a fact that we have often observed that drivers of the ultra-cheap American car seem to have the least possible—and sometimes not even that—recognition of the rights and even the existence of other people on the road.

The increasing prevalence of left-hand cars is making the situation even more difficult, and this is a topic to which we referred quite recently and which, we note with satisfaction, is being taken up by several lay journals.

Possibly a partial explanation of the ignorance manifested by the class of driver to which we refer may be in part attributed to the fact that many people invest in a cheap American car as their first mechanically propelled vehicle, and embark in them upon the roads with but little idea of what is generally accepted as being the courtesy due from one driver to another.

Hugging the middle of the road and refusing to draw in to allow other vehicles to pass, the sudden and unforewarned openings out to the right and the turning off the road into a side road without previous warning by hand signalling are mere examples of the offences that may be, and are, committed; and second only to the drivers that we specify, or in the opinion of some people perhaps not even second but first as offenders, come the drivers of heavy vehicles. Here the offence consists almost exclusively in hugging the centre of the road and in refusing to draw in to the left to allow other vehicles to pass. Sometimes the defence put forward is that the horn of the would-be overtaker is unheard on account of the noise made by the mechanism of the lorry, but this is not a valid excuse, and constitutes really a deliberate accessory before the fact to a serious breach of road manners, causing unjustifiable inconvenience to other travellers.

The movement having as its object the compulsory fitting of mirrors to all slow moving traffic is commendable, but should really be unnecessary. As experience proves that it is necessary we hope that commercial vehicle owners will see their way to equip their drivers with these very useful accessories, and that if they do not see their way, they may ultimately be compelled to do so by legal regulations. A regulation having this object would lose much of its point if it were not intended to have practically universal application. The farmer's cart with its country yokel driver is often a much worse offender than the mechanically propelled commercial vehicle, and it is difficult to imagine the British Government requiring any farmer to comply with regulations intended to cater for the convenience and happiness of other sections of the community.

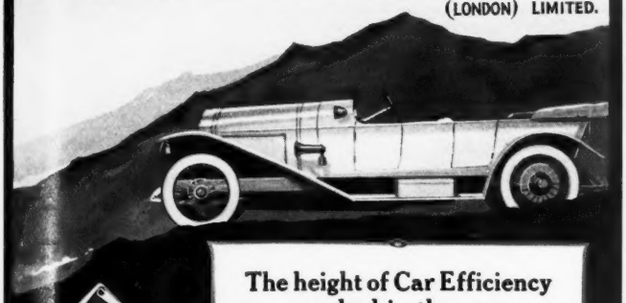
We are told by their representatives that motor cyclists suffer more than anyone from inconsiderateness on the part of other drivers, but some recent experiences have unwillingly forced us to the opinion that motor cyclists are in many cases among the worst offenders against road etiquette. Only the other day we saw a motor cyclist driving a side-car combination overtake one car that was on the point of meeting another. He managed to squeeze through, but a narrow accident was averted solely by his supreme luck. He missed each vehicle by about three inches, and if either had deviated from the course they were following the resultant accident would almost inevitably have had fatal results. One can quite understand and sympathise with the protests of motor cyclists who have to negotiate roads infested with such a crowd, for instance, as that to be encountered on Derby Day. Whether everyone returning from the Derby was infected with the same spirit we do not know, but it is an indisputable fact that travelling towards Epsom at a time when the tail end of the Derby crowd was on the road we saw more reckless, inconsiderate and dangerous driving than it has been our misfortune to witness in twelve months more or less continually on the road. One driver of a big American car may possibly see these lines, and if he does we would respectfully ask him to bear in mind that the roads in the neighbourhood of Wimbledon Common are generally regarded as being free to the use of all law-abiding



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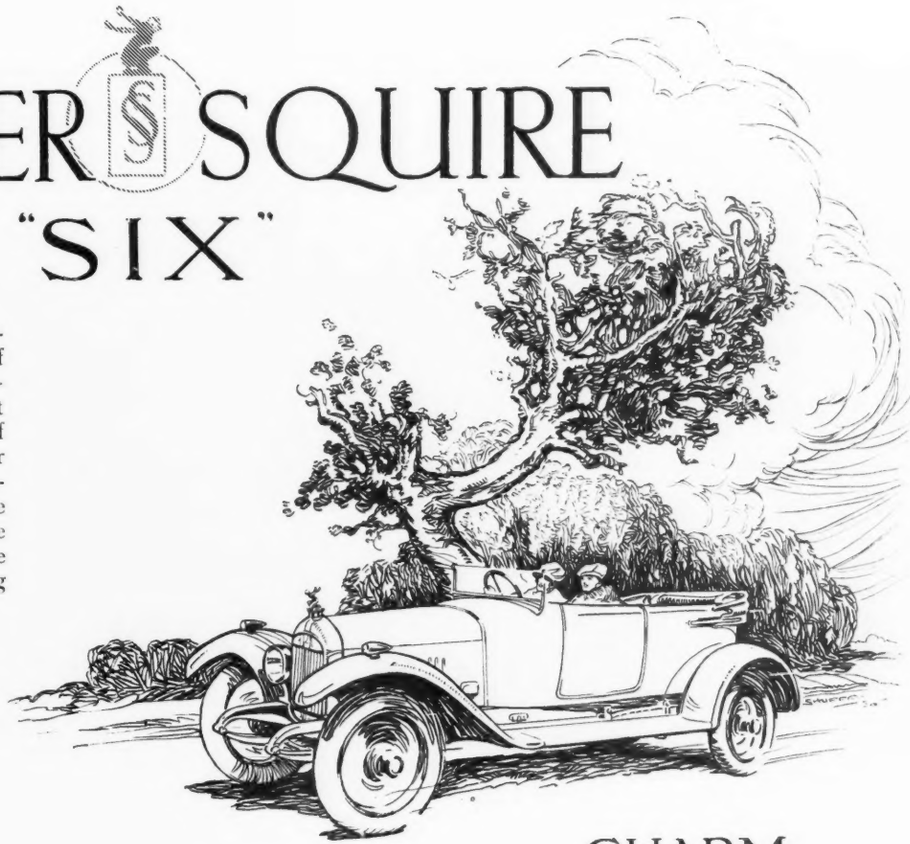
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citizens. It is due to no consideration or skill on his part that the driver and occupant of a motor cycle and side-car combination did not meet with an untimely death at one of the corners on the rather twisty road leading from the Common to Kingston.

THE CUMBERSOME CHAR-A-BANCS.

The whole problem of the traffic on our roads has recently been complicated by the vastly increasing numbers of motor chars-à-bancs to be met. It is, of course, a sign of the times deserving every encouragement and welcome that mechanical pleasure transport is becoming available to all sections of the community. The motor char-à-bancs is likely to do much valuable pioneer work for the motoring movement as a whole, but indications are not wanting that it may do a pound of harm for every ounce of good. Restrictions that apply to the ordinary driver of a commercial lorry apply in many cases with even greater force to the driver of the motor char-à-bancs. His vehicle is unduly wide and is none too easily handled. The driver and his passengers are certain to come off best in a collision with another vehicle, and consequently they have not the inducement to make way that applies to those they may meet; and, unfortunately, there is every indication that chars-à-bancs are to increase in size, both as regards horse-power and carrying capacity. Ignoring for a moment the enormous damage that these heavily-loaded vehicles must do to the roads, there seems every objection to their continued development and none in their favour. They cater primarily for the pleasure seeker who wishes to penetrate into our finest scenery and as a corollary to travel along our narrowest and most winding of roads. The char-à-bancs thus finds itself in places never intended to receive it and into which its designer never calculated it to penetrate. In many cases it is impossible to overtake a char-à-bancs, and one has to travel behind it conceivably for a dozen miles or more. At other times one can only meet it and pass it successfully at considerable risk, if at nothing more serious than scratches to one's passengers from overhanging boughs from the hedgerow.

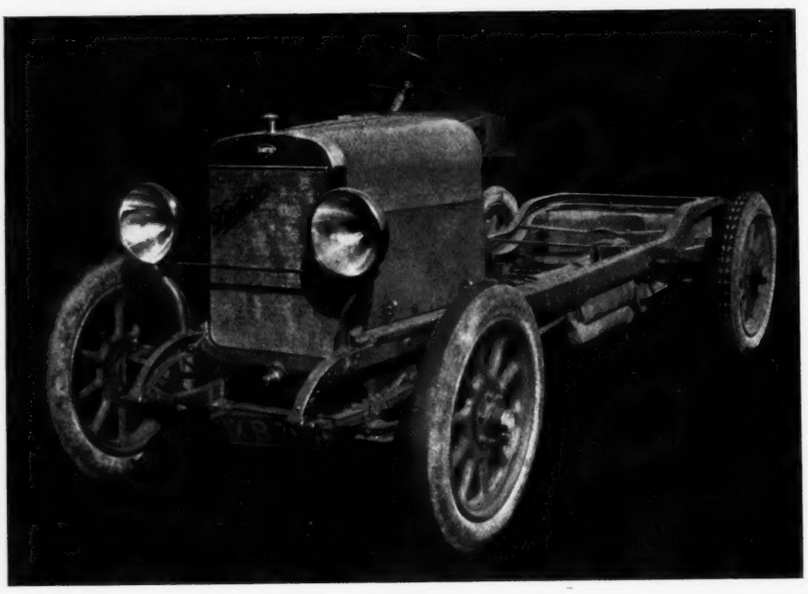
DANGEROUS ROUTES AND DISGRACEFUL SPEED.

Legitimate use of the motor char à-bancs is, as we have said, in our opinion, an excellent thing, but it is also most urgent that some legislated restriction should be imposed upon the extended use of the char-à-bancs in districts and over roads for which it is obviously unsuited; and "unsuited" must be taken to signify either as regards its own design or construction or the inconvenience it may impose upon other users of the roads. For instance, in some of the hilliest districts of the country the motor char-à-bancs is dangerous to itself and its passengers. In flat districts encumbered with winding roads it may be perfectly safe from the point of view of the passengers, but it is anything but safe from the point of view of other road users.

To give a specific instance of the abuses to which these motor chars-à-bancs are being put, we may mention a demonstration run that was recently given by a large London firm of one of their latest types of vehicles. The run was from London to Oxford, and each of the fleet of vehicles contained an average of thirty five passengers, a fortunate misunderstanding preventing us from forming one of the number. But we have been assured by a gentleman who took part in the trip that at times those vehicles attained and maintained a speed of no less than 43 m.p.h.! Can one wonder that certain sections of the community are averse from the total abolition of the speed limit, which the private motorist now regards as an anachronism? Also can one wonder that the private motorist is protesting against the present taxation proposals which compel him to contribute towards the cost of maintenance of the roads that are obviously being seriously damaged by heavy vehicles that pay relatively little in taxation?

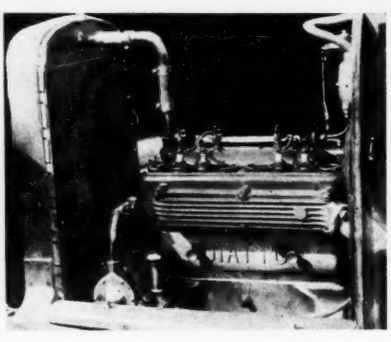
THE 25 H.P. DIATTO CHASSIS

STUDENTS of automobile tendencies have been heard to express the opinion that the Continental makers are going to give British manufacturers furiously to think during this and the next season. The labour troubles and the poor quality of the raw material that are proving such troubles to British manufacturers are apparently not so evident on the Continent, and if one may judge by results the mild revolutions of which one hears do not affect Continental workmen as regards the quality of their products to the same extent that they do in this country. Some of the new French and Italian chassis that are finding their way over here are in every way excellent examples of automobile engineering skill, and if Continental design on the whole does not appear to have made such progress as design over here, which it certainly does not, lack of innovations in this respect appears to be more than compensated by the maintenance of a high constructional standard.

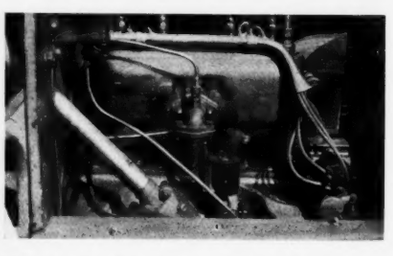


THREE-QUARTER FRONT VIEW OF THE NEW DIATTO CHASSIS EMPHASISING THE CLEAN AND IMPOSING LINES OF THE BONNET AND RADIATOR.

The new Diatto chassis impresses us as a typical high quality Italian product. Even in appearance the chassis is almost Italian, for Italian chassis design appears to be making a characteristic of the flat-fronted, sharp-cornered radiator that is not so displeasing to the eye as might appear from its verbal description. A radiator of this type with a bonnet to suit gives to the chassis an imposing appearance that may or may not be upheld when one raises the bonnet and looks at the engine underneath it. In the case of the Diatto it certainly is not, for the engine is surprisingly small compared to what one would expect from the appearance of the bonnet. At the time of writing we have not yet had the opportunity of sampling the capacity of this engine on the road, but, judging from its very healthy exhaust note, the generally solid construction of the chassis as a whole and the over-all appearance, the Diatto should be a car of quite high performance. It is strange how inspection of a chassis will give one a very seldom mistaken idea as to its road performance, and, unless the Diatto is an exception, which we hardly suspect, we shall shortly have an interesting experience to record of its running on the road.



Near side view of the Diatto engine showing the water pump and the water outlet from the cylinders to the top of the radiator. Two points are notable in the cooling arrangements of this engine: the first, the unusual height of the radiator above the top of the cylinders, and the second, the absence of a cooling fan.



Off side of the Diatto engine showing the magneto and carburettor arrangements together with the vacuum petrol feed tank.

The four-cylinder monobloc engine has a bore and stroke of 85mm. by 120mm. and is rated at 25 h.p. It is essentially a straightforward and conventional engine, the valves being all on one side, the crank-shaft having three bearings and the pistons being made of cast iron. Lubrication is, of course, of the forced feed type and is

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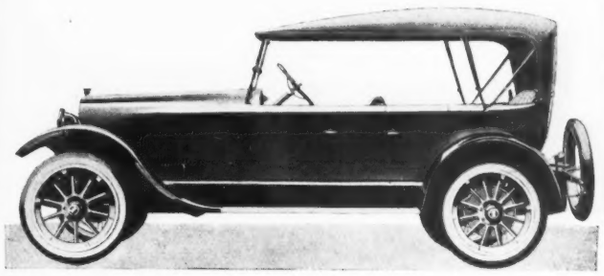
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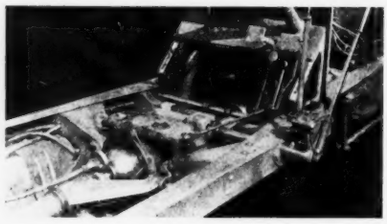
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operated by means of a gear pump situated outside the crank case at its rear end, where it is easily accessible. A centrifugal pump circulates the cooling water, and

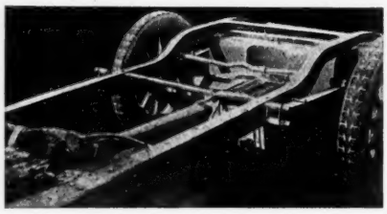


The clutch pit and gear-box layout of the Diatto showing the method of suspending the gear-box in the main chassis frame and the vanes in the fly-wheel which replace the cooling fan behind the radiator.

there is no fan in the conventional position, although vanes are mounted in the flywheel and of course replace the function of a fan behind the radiator. A multiple steel disc clutch conveys the power to the four-speed gear-box, which is mounted with impressively solid bearer arms to the main chassis frame, this frame being widened in section for its length parallel to the clutch pit. Aft of the gear-box is the external contracting foot-brake, while immediately aft of this is the single universal joint in the propeller-shaft and the speedometer driving pinion. A torque tube with the ordinary forked end encloses the propeller-shaft, final drive in the back axle being of the straight bevel type, and the differential has two pinions.

The back axle construction is rather a feature of this car, for the casing consists of one piece of sheet steel and the cover at the back allows of the inspection and removal of the differential without necessitating the previous dismounting of the back axle from the frame. In spite of this, we imagine that the accessibility of the differential gear would be none too easy a proposition on account of the built-in position of the petrol tank, the photograph illustrating this point and showing how the tank is recessed to allow of accommodation of the axle casing. The tank, as may be gathered, is suspended from the rear upswept portion of the chassis frame, and from it petrol is conveyed to the carburettor by a vacuum feed system, the auxiliary tank for the purpose being shown in our illustration of the engine.

Springing is by semi-elliptics all round, and those in the back are, of course, not called upon to take any of the torque reaction, so that they may be made rather lighter than would otherwise be necessary and their efficiency is in no way impaired.



The Diatto back axle layout and the method of carrying the accumulators.

It will be noted that the forward shackles of these springs take their loads in tension.

Steering is of conventional worm type, and the braking is, besides the foot-brake referred to, effected by hand-operated internal expanding shoes on the rear wheels, which are for 820mm. by 120mm. tyres and may be obtained in either pressed steel, wire or disc type to the choice of the purchaser.

Although not included in the chassis as turned out by the Italian factory, Diatto chassis supplied in this country are to be equipped with Smith starting and lighting systems.

ON COACHWORK

QUANTITY OR INDIVIDUALITY?

NOTWITHSTANDING the great improvement in regard to the delivery of motor carriages to-day ordered many months ago, when one asks why such orders are not completed quicker, the invariable reply is that the maker cannot get the coachwork superstructure. The chassis is there at the works, complete in all its engineering particulars, but no body is available. This may serve as an excuse to the motor manufacturer, but it is poor comfort for the would-be car owner. The latter, very often himself concerned with commercial matters, is apt to think that there must be something wrong for this condition of affairs to exist. Is it lack of organisation? Or is it a process in the propaganda of quantity production coachwork, part of a system to make English car owners conform to standard designs and equipment in place of purpose-made carriage work to suit individual tastes? We in this country have always prided ourselves on the excellence of carriages and the skill of the craftsmen who built them. Are we going to retain this if the great multitude of chassis built are going to be equipped with coach-bodies all of the same pattern? It is doubtful. Though when one states "same pattern," it really means that all touring cars will be like each other, similar to those of our friends in America; that coupés and limousines also will be identical, for the reason that they will be produced in quantities to be sold to the various chassis builders in order to complete their work, just as the magneto and lighting set manufacturers supply them with these necessary adjuncts.

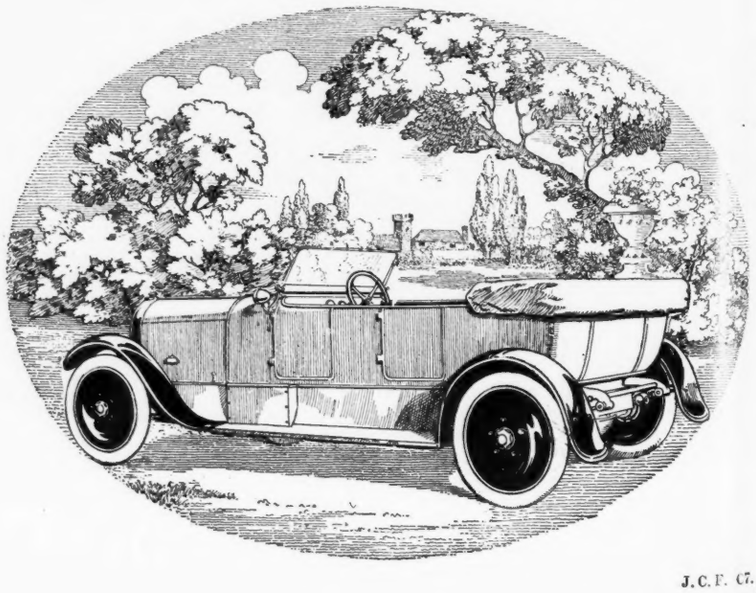
Perhaps there is a third reason why there is the delay in the coach-building shops to deliver this important

Cubitt

This big luxurious car is perhaps the highest expression of the merits of Mass Production methods in automobile construction. Its spacious and graceful lines are at once appreciated by those desiring a handsome car, simple to drive, efficient, and yet selling at a price within the reach of all.

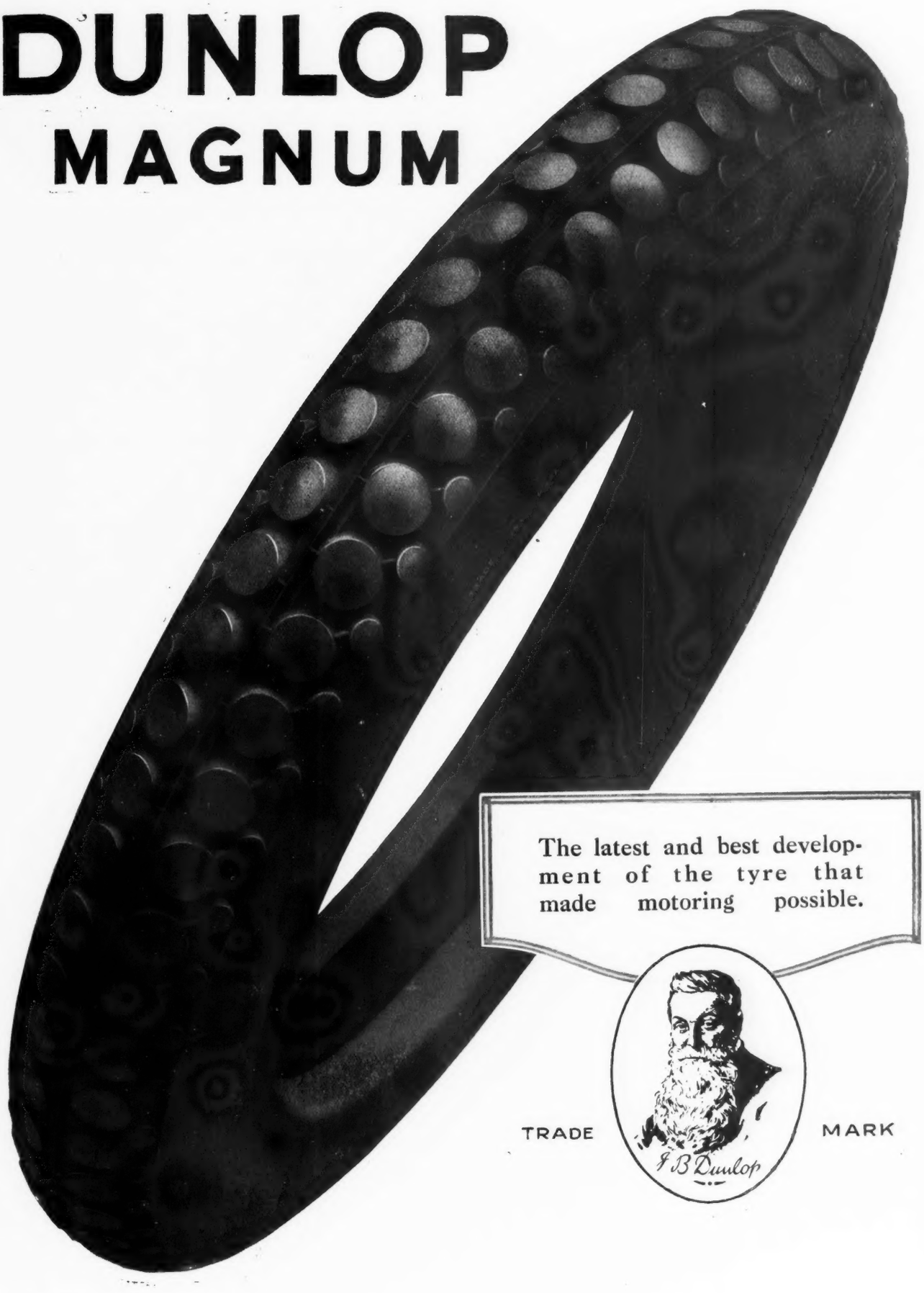
CUBITT'S ENGINEERING CO., LTD.
56, CONDUIT STREET, LONDON, W. 1.

BRIEF SPECIFICATION.
Engine: four cylinder, 80 m.m. × 140 m.m. four speed gate change and reverse. Overhead worm drive back axle. 815 × 105 Beldam rubber non-skid tyres. Four-seater touring body, painted grey. Wind screen. One-man hood. Five wheels, four tyres. Electric lighting and starting set. Complete equipment of accessories.



J.C.F. C7.

DUNLOP
MAGNUM



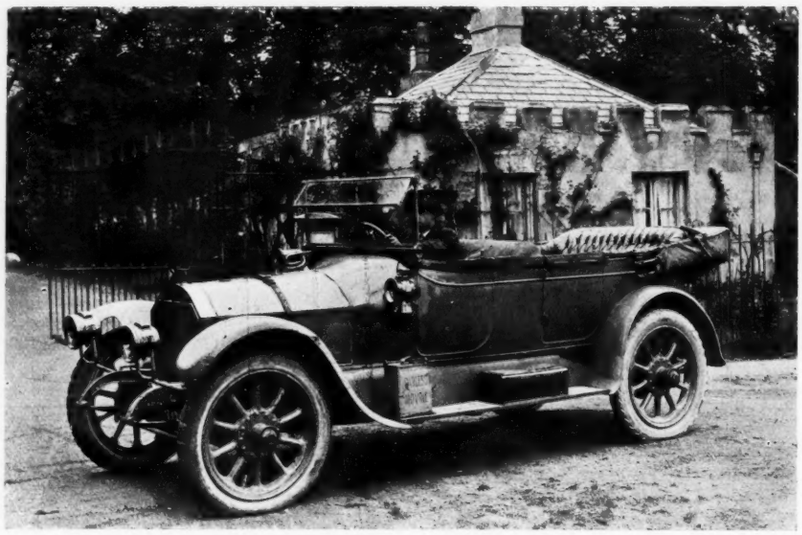
The latest and best development of the tyre that made motoring possible.

TRADE MARK

part of the road carriage. This may be found inasmuch as that the day is past when wood panels and solid wood framing formed the chief ingredients in coachwork. The coachmaker's factory is becoming more and more an engineer's workshop, and is, perhaps, only partly equipped with the machinery necessary to handle the aluminium, sheet iron and steel, or black metal used in forming the main structure of a motor carriage's coachwork.

It has been discovered after some years of road practice—actually twenty years, for this is the twentieth anniversary of the 1,000 miles R.A.C. first road trials of 1900—that strength and lightness are the chief items mostly desired after comfort in coachwork. In order to give the automobile engineer a fair chance to demonstrate that his engine design is economical in fuel and tyre usage, the coachbuilder has taken to use girder-like sections of wood framing to carry the thin pressed-out or hammered-out panels of metal on which he puts his paint and varnish. By this means he gets the desired lightness with great strength as well. It is the mechanical pressing of these panels, to shape and form them in the graceful curves of the well designed carriage, that leads one to think that the "one design class" will get a stronger hold of the public as days go by, because the machines that do this work are large and expensive, and new sets of dies to vary such shapes are more expensive still.

As for painting, this calls for particular care and attention in order to attain that highly polished and varnished surface beloved by the true artist in this work. After the panels have been prepared they ought to get two or more priming coats of lead paint, followed by six or more coats of "filling." Then comes a guide coat of colour, which is rubbed down and another coat of paint given which is also rubbed down to remove all possible defects in smoothness of surface. This is followed by three or four coats of the colour that is desired for the finished body. After these have successively dried the varnishing has to be done. Practically, high-class coachwork should not have less than twelve coats of paint upon it, and then be finished by hand. To-day the painting and spraying machine plays a big part in the modern method of hustling coachwork through the shops. Chassis are dipped bodily into cauldrons of colour and hung out to dry like clothes on a line, and the coachwork is following closely the same mechanical process—that is to say, when a quantity of bodies have to be produced in the shortest time. Our good old-fashioned coachbuilders do not like these methods, and will not run the risk of losing their goodwill from faults that may remain undiscovered in the hurry. Ground coats of paint they may spray, but not finishing coats, and more likely prefer all the work to be done by hand. At the moment the quantity production coachbuilder has not commenced in this country, or at any rate has not got into full swing. That is the reason the quantity chassis maker is waiting for bodywork. It remains to be seen whether the British public will welcome his efforts or prefer the slower but distinctive style they have been used to.



From Punta Arenas, where this Napier has given good service for many years. It is now seen ready for another ten years' road service after overhaul.



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THE principle which governs the Beldam "V" design tyre achieves the following results:
(1) Prevention of punctures and skidding by the flexible "V."
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There are four types of Beldam Motor Tyres, of which three (the Beldam "V" Grooved, Bulldog, and the Combination "V" Steel Studded) are illustrated; and two types for Motor Cycles.

Write for List and Booklet "Testimony," which gives the views of experienced users.

The Beldam Tyre Co., (1920) Ltd., Brentford, Middlesex

SAUNDERS Standard LAUNCHES.

The Joyous Sport of Motor Boating—

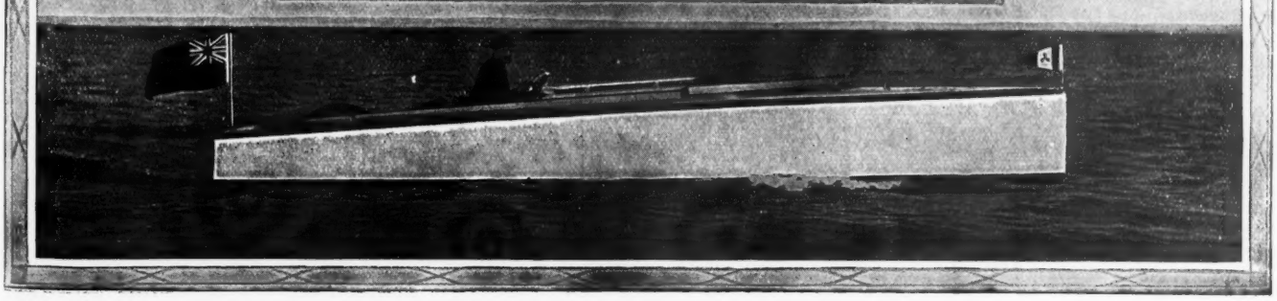
the most fascinating and exhilarating of pastimes—is enjoyed to the full by the owner of a *Saunders Standard Launch.* It can be controlled and steered by one man, and is suitable for use in river, lake, estuary, or coastal waters. Built on the world-famous "*Consuta*" sewn system, the complete planking of the hull is in five pieces only.

25 ft. Launch, to seat eight persons, fitted with "Wolseley" 4-cyl. 18 h.p. Marine Motor. Speed 13 knots.

30 ft. Launch, to seat eleven persons, fitted with "Wolseley" 6-cyl. 30 h.p. Marine Motor. Speed 15 knots.

Full Specifications and Prices on application to:

S. E. SAUNDERS, Ltd., East Cowes, I.O.W.



AMATEUR BUT EFFICIENT TYRE REPAIRING.

TYRE repairers are justly regarded as the bugbear of motoring by the ordinary private owner. Enduring a puncture with stolid resignation, he sticks on his spare wheel and meekly submits himself to the mercies of the garage repairer. We have frequently dealt with the subject of tyres, and a general note on their maintenance was contributed to a recent issue by Mr. Alfred Noynee, an expert on the subject. There are two main difficulties against which the private owner finds himself when he comes to tackle a tyre repair. The first is the lack of any suitable equipment for satisfactory dealing with damage to outer covers, and the second is the inaccessibility of inner tubes. The oldest component of the motor car, the tyre is still the least developed and the most inaccessible as regards its "innards." The latter difficulty has been overcome to some extent by the recent introduction of really workable demountable rims such as the Rapid; but these rims, however good they may be, are, it must be admitted, not easily available to the ordinary motorist, and car manufacturers are apparently none too willing to modify their design and production programmes to such an extent as to replace the now generally accepted standard fitting of detachable wheels by demountable rims. We do not now propose to enter upon a dissertation on the respective merits of detachable rims or detachable wheels: and to make things quite clear we emphasise the fact that we are referring at the moment to demountable as distinct from detachable rims, a demountable rim being one that may be dissembled in order to facilitate the removal or detachment of a tyre, while a detachable rim is one that may be removed wholesale with its tyre *in situ*.

But another and quite important aspect of the matter is the availability of apparatus that may be relied upon to ensure tyre repairs that shall be both reliable and easily executed. Vulcanising is a process the name of which serves to frighten the ordinary motorist, but provided the apparatus employed be suitably constructed, there is nothing about vulcanising itself that prevents its satisfactory handling by the average owner.

The Harvey Frost vulcanisers are well known to every garage, and the



THE H.F. "BABY" VULCANISER FOR THE PRIVATE OWNER.

"Baby" vulcaniser is intended to enable the private owner to execute satisfactorily all his own tyre repairs. Prompt and careful application of the vulcaniser to a bad cut in an outer cover will save the cover from early relegation to the scrap heap. The directions supplied with such an apparatus as the H.F. "Baby" are sufficient to ensure that, if carefully followed, the repair shall be in every way satisfactory; and for the repair of a bad burst in an inner tube the vulcaniser is equally efficient; and vulcanising is the only method of repairing an inner tube that is inevitably satisfactory in the case of a really bad burst.

The price of the H.F. "Baby" vulcaniser is 7 guineas, considerably less than that of one cover that it may save from the scrap heap.

MOTOR TOURS IN FRANCE.

THE Automobile Association and Motor Union has received a communication from the Minister of Public Works, Paris, explaining that the pink and grey cards which are to be issued to motorists landing in France are intended exclusively for Americans. This arrangement has been made because American tourists cannot obtain the International Passes in the States.

The Minister points out that English motorists already have the facility of the International Pass, so that the new concession does not concern them.

This official statement to the Automobile Association disposes of the misleading paragraph which has recently gone the rounds of the Press, and which stated not only that these cards could be obtained by English motorists on landing in France, but also that they would be "necessary."

ITEM.

The Japanese agents for Vauxhall cars have notified the manufacturers that the first Vauxhall car imported into Japan has been sold by them to the Imperial Household Department for the use of the Imperial Family. They add that Vauxhall cars stand high in the opinion of the public in their market, and that it is expected that further Vauxhall cars will be purchased for the use of the Japanese Imperial Family.

The "OLD BILL" Mascot

Exclusively sold by SMITHS of Motor Accessories Fame



JUST "OLD BILL," the same dear, delightful old character that brought laughter and gladness to millions during the darkest period in our history. Everybody knows him; none can help loving him. His good humoured philosophy appeals to old and young, rich and poor alike. He positively oozes sympathy and goodfellowship. No-one will dispute his claim to immortality; hence this attractive mascot. A more life-like "OLD BILL" it would be difficult to find. Every motorist must own one. Strongly constructed, and nicely finished old bronze. Every mascot bears the signature of "OLD BILL'S" creator, BRUCE BAIRNSFATHER.

Price, each, £2 12s. 6d.

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179—185, Great Portland Street, London, W. 1.

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An Ideal Lightweight Model.



The 2¼ h.p. Royal Enfield Two-stroke motor cycle is ideal for "solo work." It is very light yet exceptionally strong and embodies the Enfield Patent Two-speed and Free-engine gear, and Cush Drive Hub.

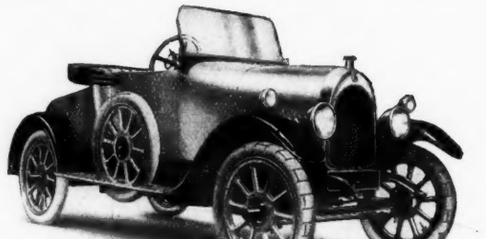
Simplicity of control is manifest in the highest degree—one lever only controlling the speed of the machine. Fixed ignition is used and in conjunction with the A.M.A.C. single lever automatic carburettor the riding attention is reduced to an absolute minimum.

Further particulars gladly sent on request.

The ENFIELD CYCLE CO., LTD., REDDITCH.

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11·9 BEAN *'The Leader of its Class.'*



The exceptionally clever design of the 11·9 Bean engine gives it more than ordinary power for its size, and a chassis that has all superfluous weight removed gives remarkably high efficiency. The speed and flexibility of the 11·9 Bean will win the lasting allegiance of the owner-driver. Its beauty of line and extreme comfort is unmatched by any car of its class. One of the finest factories is responsible for its production, and modern manufacturing methods for its moderate price.

Chassis .. Price	**£450**
Two-Seater Touring Model with Dickey Seat at rear ..	**£600**
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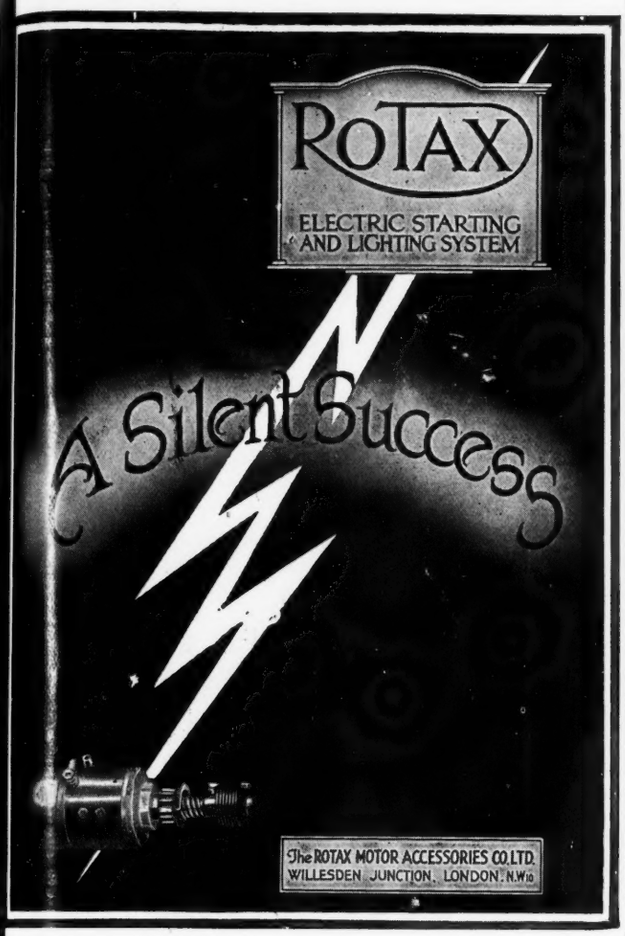
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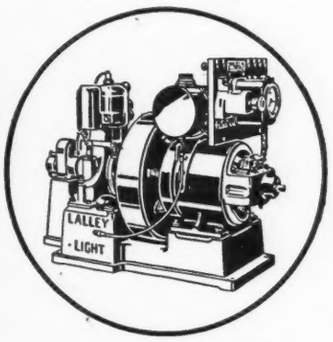
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St. James's 20





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THE
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TAKE the opportunity to instal this simple and efficient electric light, heat and power plant whilst the days are long. When the Autumn comes you can switch on the light, dress by the electric radiator, make toast at breakfast by the electric toaster, and have all the comforts of a perfectly-equipped town house.

The Lalley Light is built in one, is self-contained and automatically self-controlled. It can be installed quickly and easily by your local people or by us, and we can give you *immediate* delivery. This plant, in addition to providing the cheapest possible light and heat, will also work light machinery. The price is £154 including battery, water tank and connections, all mounted on a sound base.

Write for further particulars of this comfort-bringing invention.

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C.7.H.

The "WARNEFORD" Patent Rug Attachment FOR HORSES and CATTLE

EVERY HORSEMASTER knows that the old fashioned method of rugging a horse is most unsatisfactory. The use of a surcingle or roller—which has to be tightly pulled up if the rug is to be retained in position at all—is the cause of most of the white patches by the withers—*often erroneously described as saddle marks*—but which, in reality, are caused by the continuous pressure exerted on the spine by the surcingle.

¶ In addition to the great discomfort which the horse must experience, particularly after a drink and feed, there is the constant danger of galling and injury by kicking when the rug slips back.

¶ The "WARNEFORD" Patent RUG ATTACHMENT exactly meets all requirements; it retains the rug in position whether the animal is standing, lying down, rolling, or if turned out for weeks at a stretch, and with an entire absence of pressure on the spine, the horse is cosy, comfortable and safe.

¶ It will be seen that the attachment takes up the rug on both shoulders, joins up on the breast, and then passes between the forelegs under the animal with side extensions to the rug.

¶ The ATTACHMENT is supplied with standard rugs, or may be adjusted to own rugs and to fit any size horse or pony.

¶ There are two types of attachment—SINGLE or EXTENDED, the latter secures the rug well down under the belly and prevents it blowing up from the hind quarters.

N.B.—The Attachment is for all Horses, Ponies or Cattle, whether in stable, train, ship, bivouac, field, polo ground or paddock.

QUOTATIONS FOR SPECIAL RUGS OR COLOURED ATTACHMENTS FOR RACING, OFFICERS' STABLES, Etc.

¶ Own rugs fitted and returned immediately.



Sole Manufacturers:

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QUORN MILLS, near LOUGHBOROUGH

TRACTORS AT THE ROYAL SHOW

I.—BRITISH MACHINES.

I HOLD, not merely "rightly or wrongly" as is frequently said, but with the certainty of absolute conviction, that the one thing which will enable us to meet the threatened wheat shortage, now, next year and thereafter, is the wide—say rather wholesale—adoption of what I like to call power farming. By that somewhat American but nevertheless excellent term, I mean the application of machinery, and particularly power-driven machinery, to all classes of farm work. Its immediate use will enable the productive capacity of the labour at present available to be very considerably increased, with the secondary advantage of rendering that labour more profitable—or would you have me say less unprofitable?—than it can be without the help of machinery. There is, however, a danger that its use may be regarded as merely a temporary expedient, to be superseded by the older methods as things begin to settle down again. Such an impression is, of course, entirely a fallacious one; there will be no retrogression of that kind, but a continuous and progressive utilisation of mechanical aids to farming. The effect will be to eliminate from the work of the farm labourer, that strong element of drudgery which has prevailed in the past, substituting for it the stimulus and interest which invariably accompanies the application of mechanical science to industry, so that a better class of man will be attracted to the work, and agriculture will be recognised, in a wider circle than has ever been the case before, as the pre-eminent industry of this country.

The annual Show of the Royal Agricultural Society is an exhibition of world-wide renown, and is, I believe, unequalled the world over. It is the Mecca of agriculturists of all countries, perhaps firstly on account of the exhibits of livestock, for which it was originally established, but also, as a good second, because of the display of implements. It is very largely due to the management of the latter section and the fostering care with which the Royal Agricultural Society, in literal application of its motto, "Practice with Science," has encouraged invention, that British agricultural implements have reached the high pinnacle of excellence on which they stand to-day. The same benevolent influence is going far to assist in putting British-made power-farming machinery in an equivalent category. On account of the annual award of silver medals for novelty in implements shown each year, the Show is invariably possessed of considerable interest because of the new and improved types of machines which are there displayed for the first time. This year it has surpassed itself in that respect. The display of new implements of merit, and particularly of implements and machinery for use in power farming, is really wonderful. No other word so suitably expresses my own feelings, aroused by a personal inspection of some of the new inventions to be seen for the first time at this, the seventy-ninth Show. Every department of power farming takes its share in this remarkable recrudescence of inventive genius, and as if to confound those critics of British methods who so insistently advise us that only from overseas do improved methods come the most meritorious, and the best, *and*, numerically also, most of these wonderful improvements are the outcome of British genius and the product of British factories.

I could occupy, with profit, the space of almost a whole year's issue of COUNTRY LIFE in dealing, one by one, with these innovations. I could fill more than the space which is afforded me this week with a list of them, with hardly more than casual reference to each. I propose to do neither, but to confine myself to what I believe to be the most urgent need of the moment, namely, tractors. Of these there are five different types on view. Nearly half of them are new models, many of which possess new features of considerable merit. But, although there are only five different types, there are nearly twice that number actually shown, for—and it is a happy augury—many of the implement agents are now showing tractors as part of their regular stock, just as, in former years, they have shown binders, reapers, mowers, ploughs, etc., displaying several types according to the manufacturers with whom they have contracted, so now each considers he must show a tractor. It is, as I have said, a good omen, demonstrating that both agents and farmers are now beginning to have confidence, the former that he will be able to sell and do business with tractors, the latter that he will be able to make profitable use of them.

THE NEW BRITISH WALLIS.

Dealing with British machines first, there is a new one which meets the eye almost immediately the Show is entered. I refer to the new British Wallis, now made by Ruston and Hornsby, which, to the tune of half a dozen or so, is on Stand 210. The object of the display, and a most laudable one, has been that of demonstrating to the farmer the versatility of the present-day tractor. It is therefore shown, as regards the different machines on the stand, coupled to various implements. In one case the implement is a 7ft. binder, which, like the tractor, is made by Ruston and Hornsby. The whole outfit, it should be noted, is controlled from the seat of the binder, and may therefore be manipulated by one man. As one tractor may easily harvest upwards of thirty acres of corn a day, the advantage of this arrangement, from the point of view of labour saving, is manifest. Three of the tractors are hitched to ploughs. All the implements are three furrow—one is made by Rustons, and is the new self-lift plough of that make; another is a Ransome; and the third a Case, an American plough. The interest in regard to these three tractors, besides being attracted to the ploughs, was largely diverted to the various fittings on the wheel rims. On each of them the spuds were of different design, illustrating in another form the adaptability of the tractor, not only to different classes of work, but also to different soil conditions. On the drawbar of yet another machine on this stand is hitched a disc harrow, an implement which, if my experience is anything to go by, once used, is never discarded. The same tractor is fitted with special steel detachable bands, fitted over the spuds; and it also has a drawbar designed to give the maximum range of adjustment, both vertically and horizontally, for the attachment of the implement.

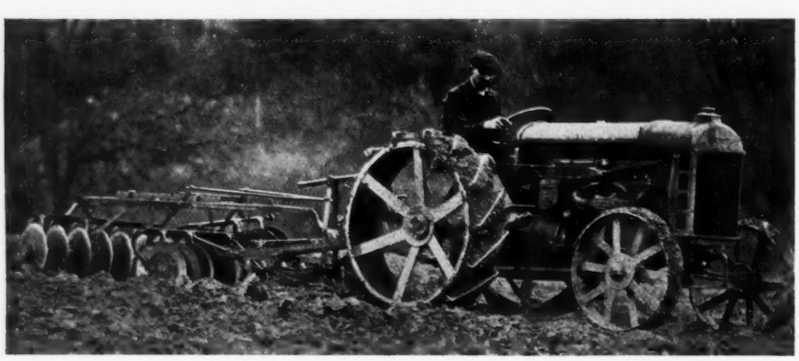
Concerning the tractor itself, little need be said in these columns: little could be said that would not be mere repetition of what has been pointed out time and time again. It is the Wallis to which I have so often referred so favourably, but with the added advantage that it is now an all-British machine, which farmers may buy with freedom from any feeling that they are depreciating this country's credit. I have always held that it is impossible to say of any tractor that it is the best, but believe that for general purposes the Wallis will, in competition, at least be "placed."



A GARNER AND A RANSOME RIDING PLOUGH.



THE NEW NO. 7 OLIVER SELF-LIFT PLOUGH.



FORDSON HAULING AN OLIVER DISC HARROW.



The Austin

Farm Tractor

Which is Your Method?

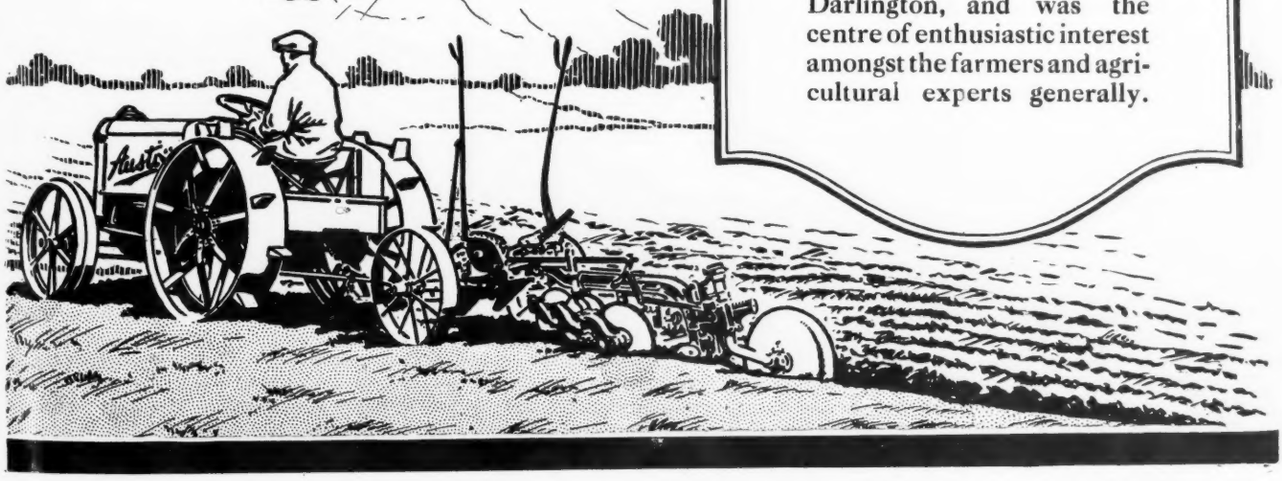
Why keep three men and six horses when one man and one AUSTIN TRACTOR will do the same work in the same time with doubly good results?

You can train one of your own men to operate the Austin in a very short time.

It is not expensive, is economical in consumption, and efficient in all kinds of tractor service.

Why delay an increased profit per acre? Write to-day for full details.

The Austin Tractor was exhibited at Stand No. 204 at the Royal Agricultural Show, Darlington, and was the centre of enthusiastic interest amongst the farmers and agricultural experts generally.



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The AUSTIN MOTOR CO., Ltd.
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AND BRUSSELS

SAUNDERSON AND AUSTIN.

The difficulty of making a choice is exemplified and emphasised at once on leaving this stand, for, almost cheek by jowl with the Wallis, is the Saunderson, and, if the Wallis is to come in the first three, we have in the Saunderson another of the trio. By this statement I demonstrate clearly my own catholicity of taste or opinion, for there is a wide difference between the two machines. The Wallis is a four-cylinder-engined tractor, with unit construction of engine, gear-box and rear axle; that is to say, all those components are so arranged that they form, to all intents and purposes, one complete unit. On the Saunderson the engine is a two-cylinder unit itself, and each component, engine, gear-box, final drive gears, etc., is separate from its fellows, all of them being secured to a continuous frame of constructional steel. The fact is that each is pre-eminently good of its class, and that class is one which will fill the needs of most British farmers. It is not without interest to note that the Saunderson secured the silver medal of the "Royal" so far back as in 1906.

On the Saunderson stand there are shown two new implements—the self-lift grubber, and the self-lift plough. I referred to these at some length a little time ago. The various attachments, for coupling up the tractor to different implements, are also of special interest.

The Austin, another British machine of first class, is in the same row, on Stand 204. Like the Wallis, it has a four-cylinder engine, and is built on the unit principle. It is lighter than the Wallis, however, and of slightly less power. The makers tell me that their output of these machines is now at the rate of over sixty per week, so that those farmers who are in urgent need of a tractor should be in no doubt as to where to go. As a matter of fact, however, the principal British makers of tractors are getting into their stride in this respect, and no difficulty should now be experienced in obtaining delivery. I understand that the Austin tractor, as the result of the past twelve months' shows and trials, has literally been snowed under with silver medals and trifles of that sort, so that my recommendation of this paragon among tractors is quite unnecessary.

TWO MARTIN TRACTORS.

Almost back to back with the two last named stands is the Martin (No. 195), on which is another tractor of the general purpose type. The one shown, I understand, does not represent, in detail, Mr. Martin's latest design, but is sufficiently near to it to be well worth study. It has been engaged throughout the show period, driving a travelling band on which is shown, working, the various patent Martin haymaking implements. The Martin is, as near as may be, a cross between the Wallis and the Saunderson, inasmuch as it is a four-cylindered engine, but is arranged with the component parts supported on a plain built-up frame. Its principal feature, I think, is its ample strength, while the points which distinguish the latest model from that shown are the fitting of a three-speed gear-box instead of a two-speed component and the placing of the belt pulley on the near side instead of the off. While on the stand we may as well take a look at the Martin self-contained motor plough. It is, of course, an old friend, and is remarkable among machines of its class because of its chain track. The operation of the power lift for the plough is quite fascinating. By the simple process of depressing a small pedal the operator lifts and lowers the plough through the medium of friction gearing which is driven off the engine clutch shaft.

WEEKS, PETERBRO' AND GLASGOW.

Other machines of the general purpose type are the Weeks, the Peterbro' and the Glasgow. The first named was described in these columns at some length quite recently. It is a useful tractor, substantially made and of considerable power. Readers will no doubt remember that in the article to which I refer I commented on the arrangement of the drawbar and the design of the front axle. The Peterbro' is an entirely new machine, fairly powerful and worthy of separate treatment, which I propose to afford it in a later issue. The Glasgow might almost be said to deserve a class to itself on account of its special features. It is, of course, not new, as it was seen last year both at Cardiff and Lincoln. The power from the engine is transmitted to all the ground wheels, of which there are three, two at the front and one at the rear. This feature has proved itself to be a valuable one, not only on hillsides, where the additional grip afforded by the three driving wheels is of advantage, but also at the headlands when sharp turns have to be made.

THE ONLY STEAM TRACTOR.

Of the same type also is the never-failing Mann, the only steam tractor at the Show. It, too, had fairly full treatment in these columns a short time ago, and therefore needs no long description now. I should think the most remarkable thing about it is the extremely light pressure which it puts on the ground, bearing in mind its weight and power. As I pointed out a week ago, the pressure between the driving wheels of this machine and the ground is only 13.2lb. per square inch, comparing most favourably with many petrol tractors, and being barely two-thirds of that of the horse.

That completes the list of British-made general-purpose tractors. The other great class is, of course, that of special-purpose tractors, or self-contained motor ploughs, as they are called, although as almost all of them are now provided with some method of conversion to general purposes, the name is not a very good indication of the capacity of the machine. I have already referred to the Martin.

THE NEW BOON MOTOR PLOUGH.

Particular interest among this class of tractor will no doubt be attached to the Boon, not only on account of its novelty, but also because it is made by the well known firm of Ransomes, Sims and Jefferies, who are among the pioneers of British

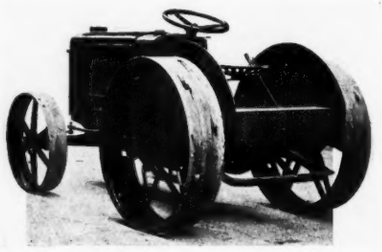


HARROWING WITH AN AUSTIN TRACTOR.



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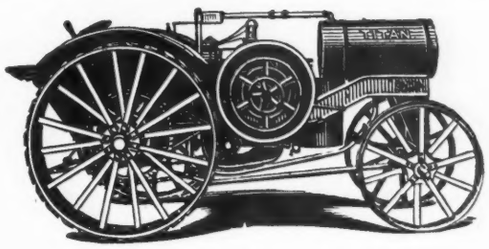
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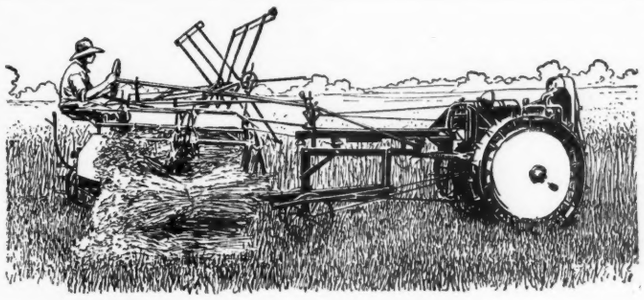
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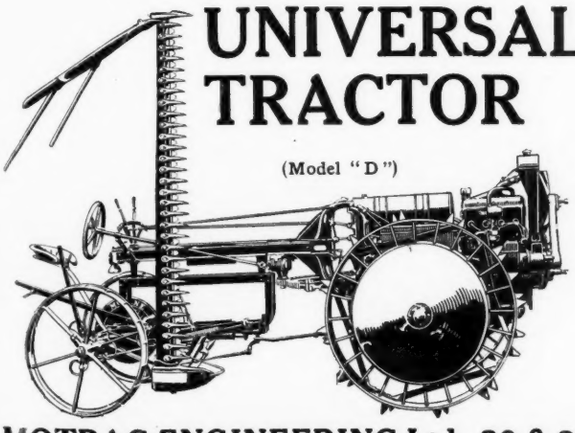
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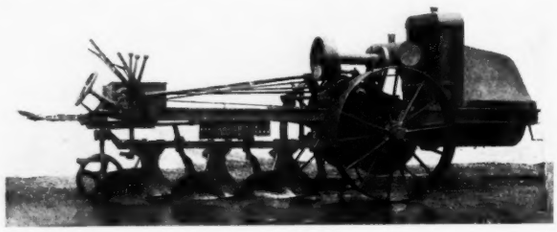
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mplement makers. In general principles this tractor is strongly reminiscent of the American Moline. Its engine, which is, by the way, a two-cylinder vertical with overhead valves, is supported, together with the gear-box and other mechanism of what may be termed the chassis of the machine, on a single axle carried by two wheels which are also the driving wheels of the tractor. The implement, whatever it may be, is attached to this chassis by means of a vertical pin or pivot, disposed in about the middle of the whole framework. At the back of the frame, and struck from the pivot as a centre, is a portion of a circular toothed rack. Into this gears a pinion, which is carried by the frame of the implement. The steering gear operates this pinion, and steers the combined machine by swinging the implement round the tractor. To the machine shown on the stand a plough is attached, but it is clear from the design that any implement may be so used and the outfit then operated by one man.

THE CRAWLEY.

The Crawley is a machine of the same type as the Fowler, its principle of operation being very similar. It has a much more powerful engine, however, of four cylinders. Its most interesting feature is the means which are provided for levelling the three-furrow plough as the machine is travelling. This mechanism is both ingenious and useful, and was the subject of special and favourable comment by the judges at the trials. It is convertible for use as an ordinary tractor by the removal of the plough frame and the fitting of a third wheel at the front of the engine. A pulley for driving machinery may be added if required.



THE CRAWLEY AGRIMOTOR.

THE FOWLER.

Another self-contained machine of considerable interest is the Fowler on Stand 112. This also is a two-cylinder machine with attachments for converting it for use in other operations than that of mere ploughing. All the weight is carried on the two driving wheels giving the maximum of traction. Either wheel may be elevated without respect to the other, so that one may run in the furrow without disturbing the general balance or level of the machine. In addition provision is made for de-clutching either driving wheel when on a turn, thus considerably reducing the space necessary for that manœuvre.

THE TIMESAVER ONE-WAY PLOUGH.

The Timesaver tractor is a special machine altogether. It is a type of which I am convinced we shall hear much in the future. Instead of carrying or hauling a plough in the ordinary way, it is so arranged that an anti-balance one-way plough can be supported beneath it. It thus ploughs both ways along the field without requiring to turn at the headland, or needing any headrigs or feerings laid out for it. Moreover, it can quickly be altered so as to serve the ordinary purposes of a tractor pure and simple, which is something which has hitherto been thought impracticable with the one-way motor plough.

Finally, among British machines, there is the Blackstone, the only example, apart from the Martin self-contained motor plough, of a chain-track tractor of home manufacture. That is, however, not its only or even its chief claim to distinction. It is remarkable on account of its engine, which is designed to run on paraffin alone, without requiring petrol for starting purposes. Moreover, it is, after the preliminary start in the morning, self-starting by means of compressed air, which is provided and stored automatically by the engine as it runs. The machine runs on two tracks, which are simply and cheaply made, the sole plates and links being cast together, and the pivots are plain bars secured by pins. It should be cheap to replace when, as is inevitable, it has worn out. The wearing surfaces, too, are large, and should suffer but little wear per acre of work done.

THE GARNER DETACHABLE RIMS.

While dealing with British tractors, I should like to draw attention to a British invention which is applied to the Garner tractor, itself an American production. I have referred to it before, but it is well worth further consideration. I mean the Garner detachable rim for tractor wheels. It is a skeleton rim, made in three pieces. Two sets are required per tractor, one carries the spuds, the other may carry solid rubber tyres. Either set can be removed by the loosening of six bolts. They are shown on Stand 305.

SOME FARMERS' LORRIES.

The up-to-date farmer is beginning to see the advantage of motorising his work in all directions, and a matter which is agitating the minds of many at the present moment is the selection of a suitable

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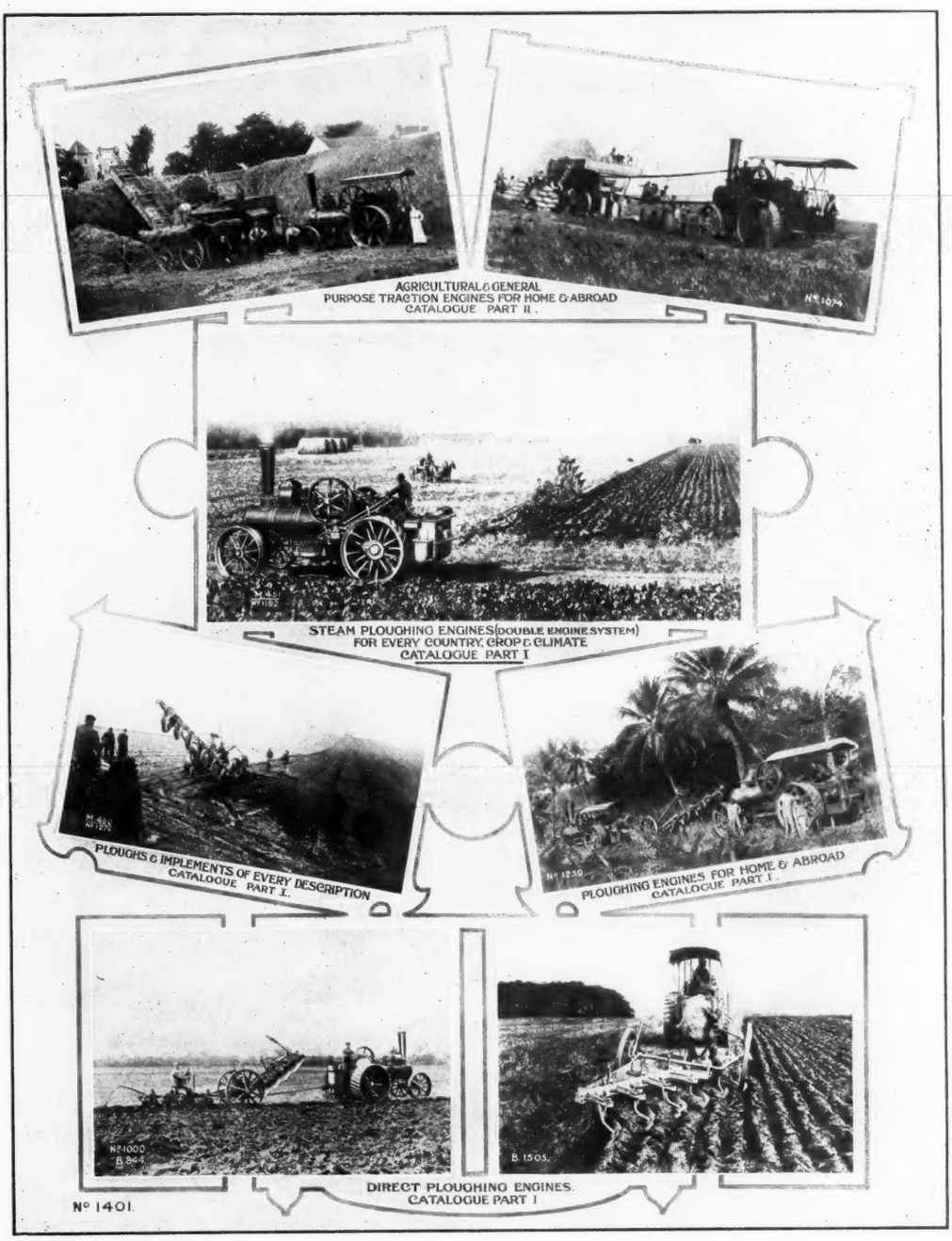
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vehicle. The work carried out by the Ministry of Transport at the time of the railway strike was an eye-opener to most farmers, particularly in connection with the transport of milk, and I know that the motor trade is experiencing a brisk demand for motor lorries of all kinds suitable for farm purposes. That, however, is not the reason why there is such an unprecedented show of motor vehicles at this year's Royal. The long arm of coincidence has been at work there.

Great as is the diversity among tractors, it is as nothing compared with that among motor lorries, and the farmer's choice may fall on anything from a traction engine, weighing nearly ten tons, to a light Ford van. Considering the matter from a numerical standpoint, however, I think that the majority will find a vehicle of up to two tons capacity very handy about the farm, for general-purpose carrying. The machine to which I referred last week, for example, the Wallace, is of about the best size, which fact the makers evidently appreciate, for they are showing at the Royal, and have written to tell me that they are making a speciality of bodies suitable for the requirements of the farmer. Another machine of the same size is the Austin, which is shown on the same stand as the tractor of that name. The engine of this machine is like that fitted to the tractor, so that the farmer possessing an Austin tractor would naturally be inclined to have an Austin lorry, since it considerably simplifies matters to have machines of that kind as near alike as possible. The mechanic who is responsible for one can then with greater efficiency attend to the other. The price of the chassis only of this lorry, fitted out complete with driver's cab, hood, wind screen, lamps and and all such accessories, is £725. That on the stand is provided with a plain high-sided body, with outward sloping sides, which are of advantage when the load is light and inclined to "run over."

Another British made machine of the same type is the Vulcan, which is marketed by the British Motor Trading Corporation, known best to the farmer in connection with the Glasgow tractor. It has a more powerful engine than the Austin, being rated at 25 h.p., as against the Austin's 22.4 h.p. In general, however, it may be said to be a similar machine. The special interest which attaches to one of those exhibited this week is in connection with the body-work, as it is specially designed for dairy-work, and is entered in the show as a new implement on that account. Mounted along the top of the driver's cab, and continued to the rear so far that it can be extended easily behind the lorry, is a little overhead rail. Along it runs a small hand crane, just the thing for lifting milk kits, and heavy articles of that kind. I should think that the idea will spread and most vans of that size will soon be fitted with similar apparatus. The price of this complete vehicle is £880.

THE McLAREN MOTOR WINDLASS.

This year's trials at Lincoln promise to be much more instructive even than those of last year, which were really, one would have thought, quite well enough in that respect. The inclusion of cable-hauled ploughing sets, as well as tractors, for example, lends a particular interest which was not present on the last occasion. Perhaps the most unexpected feature, as regards the entries of this class of machine, is that, at least in respect of numbers, the oil-engined type predominates, and in no less ratio than three to one.

I was reminded of that fact the other day when going through the current records of patents registered at the Patent Office, when I came across a description of Mr. McLaren's invention of a motor windlass, which, I understand, will take a leading part in the coming trials. It appears to be much lighter, and far simpler, than anything of the kind which has hitherto been put to practical use, and consists merely, as one might say, of a petrol engine carried on four wheels, which also support the drum of the windlass.

There is, of course, a light framework. At the extreme rear is situated the drum. Near to it is the rear axle, and between the rear and front axles is placed the engine. The engine drives the drum by means of a roller chain, and the cable is led off over a grooved pulley which is placed very low down in the chassis, so that there is no likelihood of the machine turning over. Gearing is also provided by means of which the windlass may be driven by the engine, and it is thus capable of proceeding under its own power from field to field, etc. A belt pulley is also fitted.

A TRACTOR HANDBOOK.

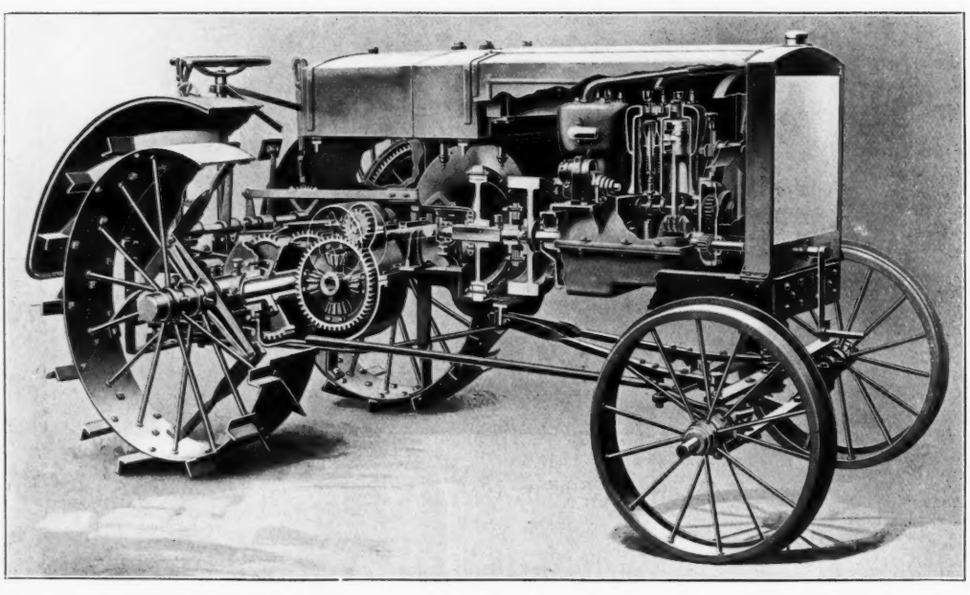
In educational circles it is regarded as a *sine qua non* that the most expert teachers are really required for those classes which comprise the students who are merely commencing the course of instruction. Presumably the same applies to the writing of books of an educational nature, such as "Farm Tractors," a handbook the subject of which is sufficiently indicated by its title, and which has just been published by Messrs. C. Arthur Pearson, Limited, the author being Mr. E. T. Brown.

A simple and non-verbose explanation of the principles of the tractor is supplemented by chapters on its management and upkeep. The book should be of considerable assistance to the farmer who is buying his first tractor, and also to the driver of the machine when it is bought. It is pre-eminently a book for the beginner, and its clarity of expression and simplicity of language at once stamp the author as an expert. CULTOR.

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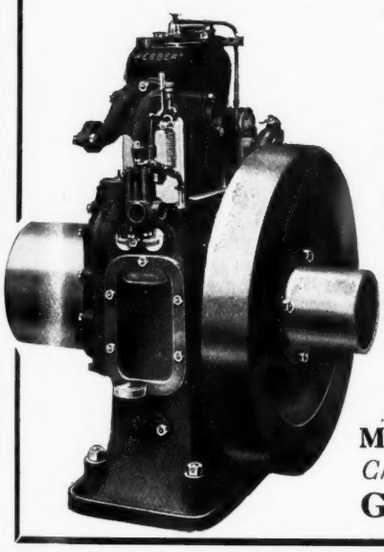
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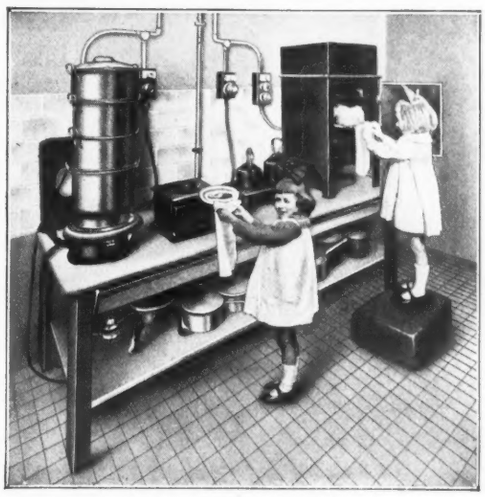
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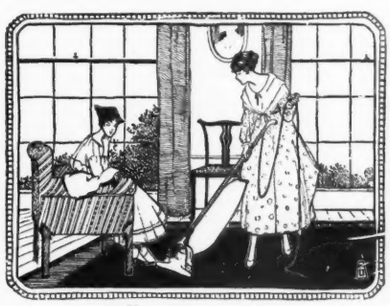
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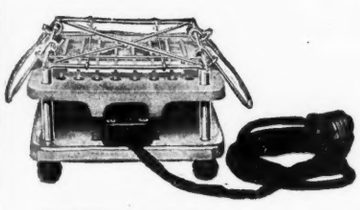
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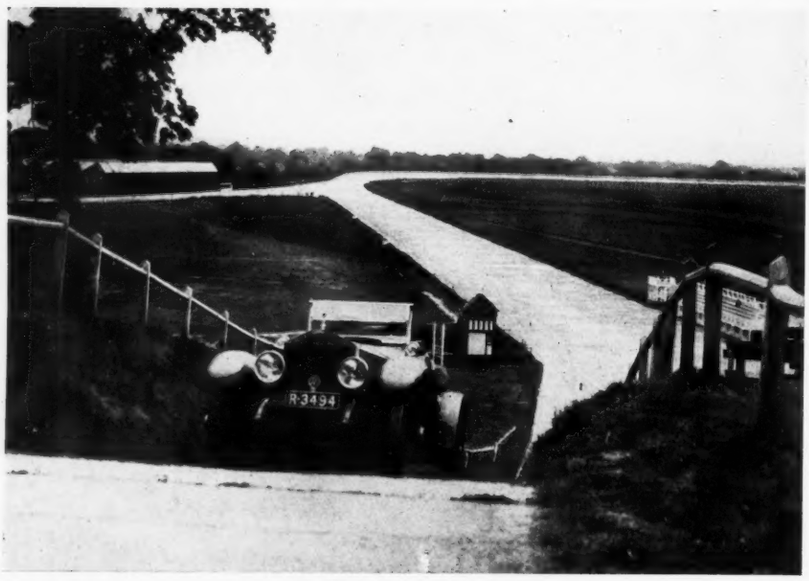


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THE 1920 ROLLS-ROYCE ON THE ROAD

FRANKLY the 1920 Rolls-Royce has given me the keenest disappointment of any car that I have sampled this year. I hasten with the explanation which I trust will not be found to comprise any qualification. Hitherto every car that I have sampled has given me an opportunity of exercising my imagination and utilising my inventive genius, which unfortunately is not so widely appreciated as I think it ought to be, to give the designer of the car some priceless information. Honestly the information is not always received with the cordiality that it deserves, but nevertheless I have had the satisfaction of seeing some of my "hints and lessons for designers" taken to heart and embodied, sometimes wholesale, sometimes in a modified form, in subsequent materialisations of the designer's brain waves. Now to the Rolls-Royce designer I cannot think of a single thing to say or a single suggestion to make that I dare commit to paper. The car is indeed the quintessence of all that a car ought to be. Having said that the logical sequence is a full stop to this description of its behaviour on the road, but one may perhaps eulogise perfection and describe unalloyed pleasure without necessarily saying things that do not need to be said.

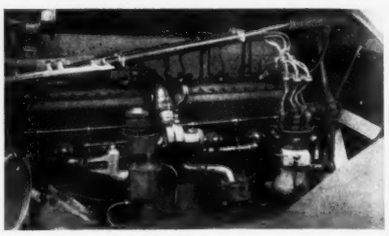


After a standing start on the steepest portion of the test hill (gradient 1 in 4) the car accelerated marvellously and crested the top at speed.



NARROW LANES AND STEEP GRADIENTS.

The imposing lines of the new Rolls-Royce are well emphasised by this view of the car in a winding Surrey lane—which incidentally serves to show that because the Rolls-Royce is a big car it is not therefore difficult of handling in confined spaces.

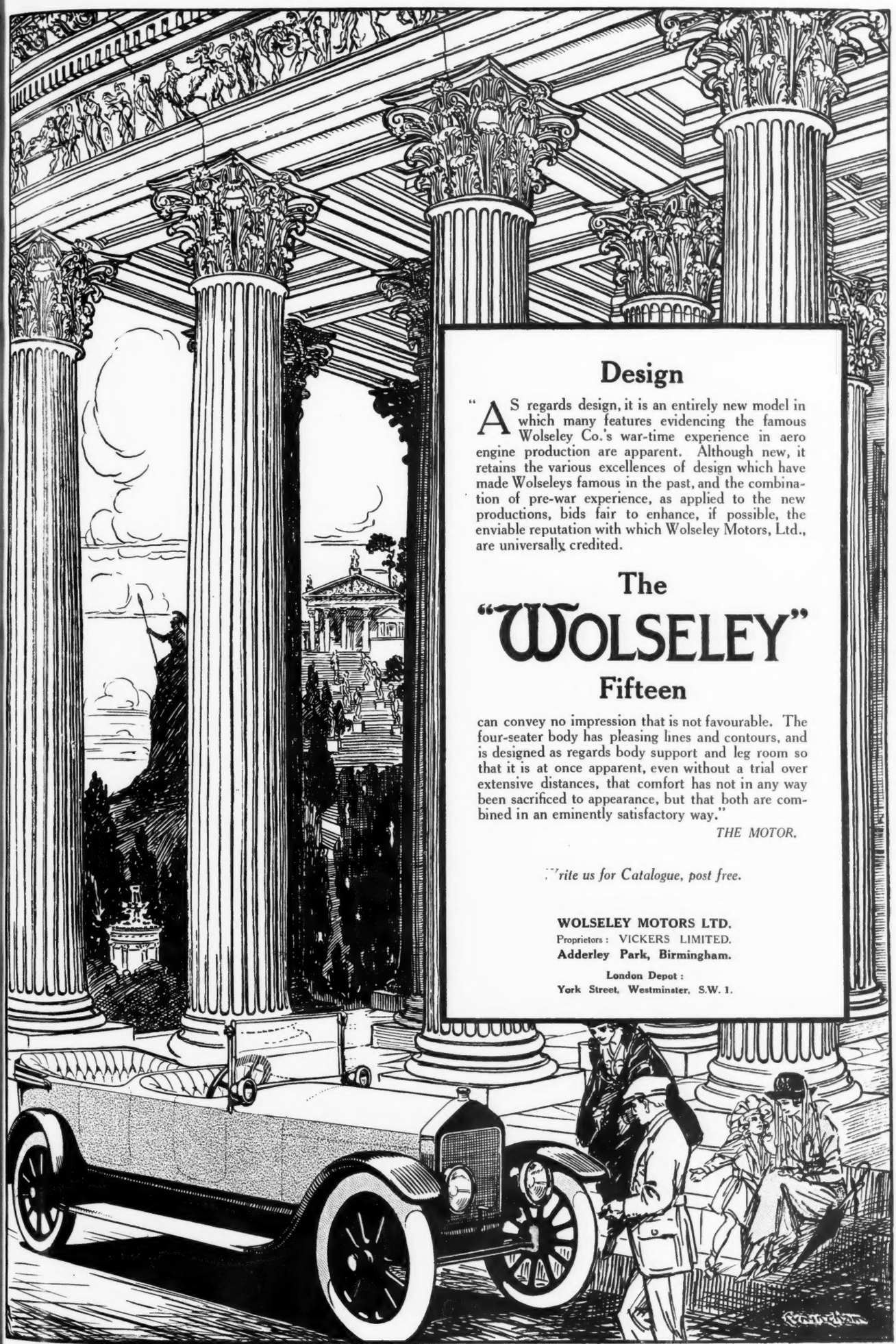


CARBURETTOR AND DISTRIBUTOR SIDE OF THE ROLLS-ROYCE ENGINE.

While the engine can scarcely be described as neat, its impressiveness is well illustrated in this view.

If anyone asks which is the greatest feature of this model for all car designers, I can only answer that there is not one, that in any other car any feature of the Rolls-Royce would form the dominant note, but that on the Rolls-Royce one forgets them all in one's glory in their blending into a perfect whole. If some cars had an acceleration like the Rolls-Royce, one could devote an article of quite respectable length to the sensations attributable to that power of acceleration, to the joy it gave and to the extraordinary sensations coming from its employment; but while the acceleration of the Rolls-Royce is the best of any car I have sampled, I find myself at a loss for words to describe the sensations resulting. Really there were no sensations. One pressed the accelerator pedal and the speedometer needle alone showed the terrific result. There was no thump in the back which sometimes one describes with vim, there was no screech from under the bonnet or a rattle from the exhaust that can on occasion be genuine music, there was nothing in fact but the speedometer needle to indicate that one had suddenly jumped from 10 to 40 m.p.h. And, to continue the illusion, 60 m.p.h. on the Rolls-Royce was about like 15 m.p.h. on many other cars. Certainly the hedges and trees slid by just like as they would if one were doing 60 m.p.h. anywhere else, and the telegraph poles bore just as much resemblance to palings as one could desire, but commonsense alone prevents me from asserting that as soon as the Rolls-Royce starts moving its wheels leave the ground, its engine ceases running and the car travels like a magic carpet with an air cushion protecting it from the ground.

Anyone who has never done any flying might compare riding in the Rolls-Royce to travelling in an aeroplane, but as a matter of fact there is no comparison at all. Rolls-Royce travelling could never be monotonous. Flying in peace time can seldom be anything else, and vibration and noise are as foreign to the car as they



Design

"AS regards design, it is an entirely new model in which many features evidencing the famous Wolseley Co.'s war-time experience in aero engine production are apparent. Although new, it retains the various excellences of design which have made Wolseleys famous in the past, and the combination of pre-war experience, as applied to the new productions, bids fair to enhance, if possible, the enviable reputation with which Wolseley Motors, Ltd., are universally credited.

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can convey no impression that is not favourable. The four-seater body has pleasing lines and contours, and is designed as regards body support and leg room so that it is at once apparent, even without a trial over extensive distances, that comfort has not in any way been sacrificed to appearance, but that both are combined in an eminently satisfactory way."

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NEGOTIATING UNMADE ROADS ON A ROLLS-ROYCE.

It requires a road like this to communicate any sensation of movement to the passengers in a Rolls-Royce.

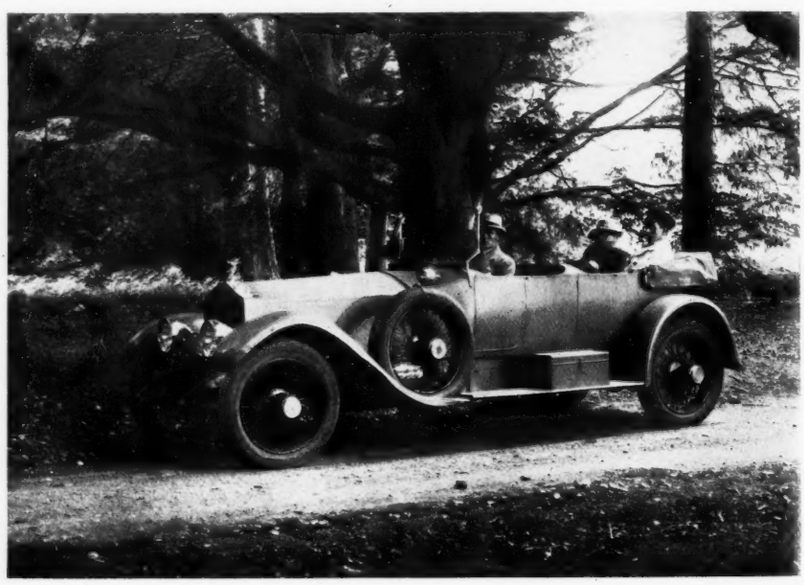
are inherent to the air machine—theoretically, but only theoretically, better insulated from shocks than the car.

If any other car were sprung like the Rolls-Royce one would become a whole-hogged enthusiast for that car on account of its springing alone, but except that Rolls-Royce springing is Rolls-Royce springing I can think of nothing to say. I have a favourite little bit of road about half a mile in length that refuses to be negotiated at more than 20 m.p.h. by any car (except the Rolls-Royce), that I have yet sampled, but with this triumph of automobile engineering we went over that bit of road at 40 m.p.h., and I would have staked my hat that during the previous night the road had been prepared as the scene of operations of a giants' billiards match. And then there is silence. More than once this season people have asked me, "is the XYZ a silent car and can you recommend it on that score?" Glibly I have answered, "Yes"; but now that I know what car silence can be I do not know how I am to remain on good terms with manufacturers of motor cars as distinct from Rolls-Royce cars. I never heard the exhaust the whole of the time the car was in my hands, except when I touched the exhaust cut out, which is a fitting provided solely for use by the only man who never ought to be allowed to own a Rolls-Royce—the road hog.

And the silence of the car is not engine silence only by any means. For some uncanny reason steel tyres on a Rolls-Royce seem to run silently on any road. I do not know why they should, but that is the impression they gave me, for they were fitted to the car that I sampled, and then there is the gear box noise, or rather the absence of it. The firm's representative who took me out told me a story, that I can quite well believe, of how, when he was demonstrating the car's capabilities on a hill to a potential purchaser, he was asked when he would change down and his reply was that he was already driving on third and had been for some distance. What more expressive of gear box silence could one expect than this? It really is difficult to decide from the noise of the car whether it is being driven on a direct or indirect gear ratio.

And then I must say something about engine power. There is no question whatever as to the correctness of the gear ratios on the Rolls-Royce; for a car weighing two tons that will do over 70 m.p.h. is not undergeared, and yet I very much doubt if there is a genuine main road hill in the country that the Rolls-Royce will not climb on top. I do know that I took it over a test route where most other cars have to dwell on their second gear ratios for very long periods indeed, and the whole was mastered by the Rolls-Royce with ease on top and third gears. The engine is as lively as a kitten and it carries the big car with it as an ocean wave handles a cork. And yet power is not the most striking feature of the Rolls-Royce engine as it would be were the engine in any other chassis. It is the unobtrusive way in which the power is developed and applied that makes the Rolls-Royce so wonderfully fascinating. When we left the showrooms in Conduit Street I turned to Major Cox, who was driving, and asked him if he had not forgotten his engine. I saw him press a button and the next moment we were moving along the road, but as regards any physical sensation to give an indication of what was propelling us along, well—there was none.

Fortunately I *can* say something about one feature of the Rolls-Royce that will take me off my note of unqualified praise, and yet I do not feel inclined to call to it the attention of its designer as I should if it were on many other cars that I know. Rolls-Royce steering is deliberately made reversible, which means that road shocks are conveyed to the steering wheel and are not absorbed in the steering gear. The result is that as one travels over particularly bad roads at a high speed, and I have already said that one does not check one's speeding because of the road surface when in a Rolls-Royce as would one in any other car, the road bumps are conveyed to the steering wheel which tends to vibrate in one's hands. Theoretically I am in perfect agreement with the reason for the employment of this reversible steering.

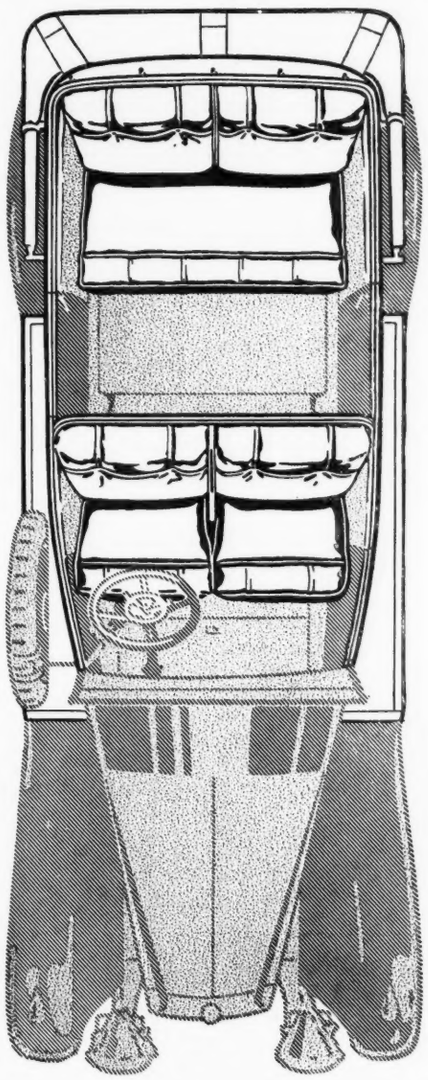


AMID SURREY BEECHES



The remarkably small turning circle of which the Rolls-Royce is capable is emphasised by its wheel marks—the car had been describing a figure 8 of not more than 85 feet in length.

The VAUXHALL-BUILT BODY for the 25 h.p. VAUXHALL CHASSIS



THE VAUXHALL-KINGTON CAR

THIS plan view of the Vauxhall-Kington body brings out its roominess, its distinctive Vauxhall saddlebag upholstery, its clear running boards, and its neat hood. A good idea is afforded also of the projectile form of the body. In trade circles this body is known as an exceptionally fine piece of work. The finish and workmanship being of the best, it is not merely a smart but a superbly handsome body.

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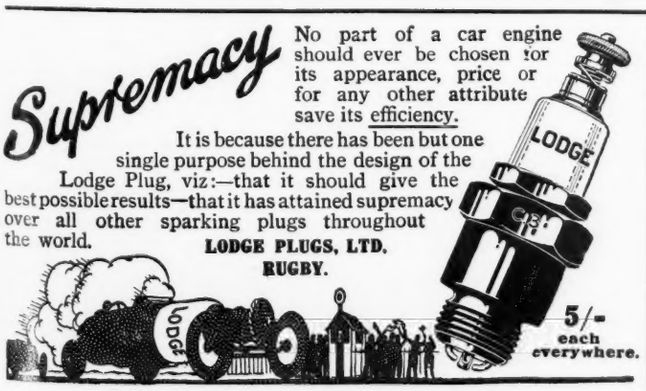
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It is obviously better for the chassis that shocks should be absorbed by such a flexible medium as the driver's arms than find themselves suddenly absorbed into a rigid piece of mechanism that is also as delicate as that of a worm and worm wheel. Nevertheless from a purely practical point of view the owner driver who has been accustomed to what is called irreversible steering, although of course no steering is actually irreversible, might quite understandably feel dissatisfied with the Rolls-Royce. There are compensations other than the theoretical ones I have given in that when the car has been steered round a corner the driver may merely loose the wheel and it will slip through his fingers, the car straightening itself up automatically. Thus, to turn the corner, one simply pulls the wheel over pointing the car in the way it should go and then looses the wheel. By the time the car is round the wheel will have straightened up and the car be proceeding on its straight path once again.

Is there any need to dwell on any of the mechanical features of the Rolls-Royce? I think not; but in order to avoid the accusation of incompleteness I will give the chief chassis features which are a six-cylinder engine ($4\frac{1}{2}$in. bore by $4\frac{3}{4}$in. stroke, R.A.C. rating 48.6 h.p.), with the cylinders cast in two blocks of three each and having side by side valves, dual ignition by battery and magneto, a cone clutch, a four-speed gear box, detachable wire wheels for 895mm. by 135mm. tyres in front and 895mm. by 150mm. tyres in the rear, and Lucas electric lighting and starting.

As an instance of the wonderful excellence of the engine and transmission system may be mentioned a regular performance of the Rolls-Royce. With the top gear engaged the engine may be started on the switch and the car will move away from a standstill. The stresses exerted on pistons, connecting rod and crank shaft must be terrific and yet disaster has never been known to result from this wicked maltreatment.

By way of apologetic conclusion to manufacturer, designer and reader alike for having described a car to which I cannot suggest a single improvement, I would like to record that I have done it without the slightest regret. After all I have discovered the perfect car, and if others have discovered it before me what does that matter, for I am perfectly satisfied with my achievement. W. H. J.

LIGHT CARS FOR LIGHT DUTIES

IN view of the increasing volume of criticism on the cost of motoring, it seems *à propos* to remind motor carriage owners generally that much of the expense is caused through carelessness. Carelessness in various forms and often done unconsciously, but adding considerably to the total annual bill that turns a contented owner into a grumbler, a regular motoring misogynist. The chief cause of this trouble is the unthinking habit of taking a 35 h.p. to 60 h.p. car to the station to meet a single visitor or, maybe, a couple of the house party. It is trips of this character that add to the bill unnecessarily. Everybody who lives in the country and has a full-sized, powerful motor carriage ought to also have a small car as well. Nobody employs a steam hammer to crack a nut, yet we have often seen a Rolls-Royce sent on an eight to ten mile run to fetch a basket of grapes, which could just as well be carried by an 8 h.p. Rover. This may sound somewhat exaggerated, but it may serve to illustrate the object aimed at that light cars should be used for light duties.

Nowadays the small car is so efficient. It runs a thousand miles on a gallon of lubricating oil and from forty miles to fifty miles on a gallon of petrol, while its speed is ample for all ordinary conditions. In other words, it easily pays for its cost and upkeep in the amount saved from using the more expensive motor carriage needlessly. True, it entails an extra capital expenditure of from £350 to £550 in the first place, but it does not require a financial genius to see how soon the interest on the amount paid is wiped off and a profit added by its service if properly utilised.

There are many small cars being manufactured at the present time that are available to the motoring world. None of them are bad vehicles, though some have more refinement in their design and construction than others. The main features are the same, namely, small tyres, a very low fuel and oil consumption, whether they are fitted with two or four cylinder engines, air-cooled or water-cooled. Tyres play a large part in the expenses of motoring, usually one-third of the yearly bill, so that it pays to wear out the small-sized covers in place of those of larger dimensions whenever possible. At the same time such small cars must not be overloaded greatly, else they defeat the economy in view, for weight carried is the main cause of tyre wear per mile. For that reason, also, we are inclined to look askance at the desire of a number of makers of small cars who endeavour to copy the larger vehicles by fitting a number of accessories that add weight and therefore expense to the buyer without commensurate advantages.

To the motorist whose only vehicle is a small, and let us hope, light car which

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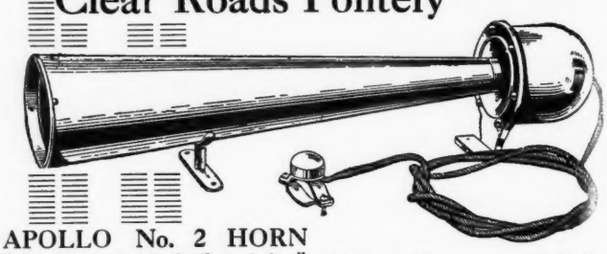
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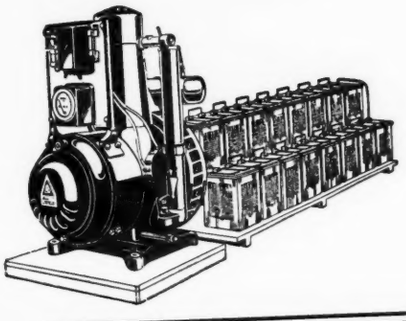
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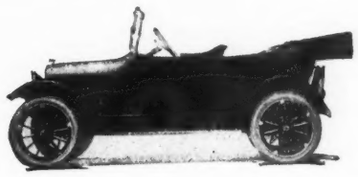
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has to be used for all purposes there is less objection in fitting an electric engine starter and electric lighting dynamo set, but all these add to the weight to be carried and absorb a certain amount of power from the engine. They also add to the initial cost, and to those motorists of very moderate means it is questionable whether they are not better off without these refinements. At any rate it small cars are also to remain light cars the specifications of quite a number will have to receive considerable adjustment in the immediate future, as there seems an upward tendency to transform them into bigger vehicles. Thus having settled (as we all hoped, once and for all) that a "light" car as distinguished from "l'automobile ordinaire" should be a four-wheeled power carriage having an engine whose total cubical cylinder capacity of swept area of the combustion chamber should not exceed 1½ litres (1,500 cubic centimetres), immediately comes a number of protests that this limitation should be raised. We protest that this limit is quite large enough, as not only can engines of this size develop all the power required, but with normal load can also attain a speed of fifty miles an hour or thereabouts.

The "light" car is a necessity for two reasons. Firstly, it gives an opportunity to a large number of people to appreciate the advantages of road travel, whether for pleasure or business, at a very moderate cost in capital charges and in running upkeep; and, secondly, it is a most desirable adjunct as a "tender" to all big-car owners. Once let its engine grow any bigger and therefore more powerful, the chassis has to be heavier, the tyres need to be bigger, and general expenses mount up in proportion. In fact, it ceases to be a light car in every degree or angle of incidence. Once upon a time we fondly hoped that such a vehicle would be able to be purchased for £100. At present, owing to circumstances well within the knowledge of all, such a light car is not built ready for the road for £250; but there is no reason why this figure should not be sufficient in a very short while. Those motorists whose circumstances will not permit them to spend a greater sum than £250 in purchasing a vehicle have at present to fall back upon the cycle-car like the G.N., with its two-cylinder air-cooled motor. Quite a useful vehicle, but too much like a four-wheeled motor cycle in its design and construction to please those who want a "real car," as they say.

Cars like the small Humber, Calthorpe, Wolseley, Eric Campbell, Calcott, Swift, Standard, Hampton, A.C., and Fiat are the type of small car to meet their requirements, though they must not be scornful of the Morgan, Bleriot Whippets, Tamplin and G.N. in the cyclecar class, or even the A.V. monocar, because they are efforts to produce what they want at a cheap price. All of these small vehicles are factors in helping to produce economical motoring by giving the public a wider choice in suiting their needs and providing a means of road travel for light loads at a low cost; and as the load includes two to four persons and reasonably comfortable coachwork, it is a form of motoring propaganda that deserves all encouragement.

THE MINISTRY OF TRANSPORT

IT is certainly a fact that motor users were among the most active critics of the Government's proposals while the Ministry of Transport was in course of formation last year. As we pointed out at the time, the somewhat hostile attitude adopted by representatives of motorists did not lead to any very considerable changes in the constitution of the Ministry or modifications in the powers given to the Minister, but was nevertheless effective as making it apparent that road users, in the event of the Ministry neglecting their interests, were sufficiently powerful to make themselves very unpleasant. Now, after a very short interval we find a somewhat curious state of affairs. Within the House of Commons, which was mainly responsible for bringing the Ministry into existence, there is a strong body of opinion in favour of terminating its life. Among road users, on the other hand, opinion has generally become modified in favour of the Ministry. We feel, of course, that we have been to some extent hoodwinked in the matter of motor taxation, and we have our doubts as to the real use of supposedly Expert Committees when expert opinion does not coincide with official opinion. The proceedings of the Committee which had to deal with taxation have shown how, despite the original opinion of the experts, the Government may finally contrive to get its own scheme recommended. On the other hand, it is unquestionably easier to deal in many ways with the Ministry of Transport than with most of its predecessors. One does not become entangled in so much red tape, and one is at least in the hands of an organisation which must aim at improving our communications instead of being tossed backwards and forwards between three or four Departments, each of which regarded economy of transport as a matter of merely secondary interest. The critics of the Ministry are attacking it from two distinct points. They complain of the large salary list, which it is stated includes many high salaries; and they complain that good results of the Ministry's work are not immediately forthcoming. Now it seems fairly certain that the cutting down of salaries is likely to lead either to the employment of a personnel inferior in quality, or to the employment of so small a personnel as to occasion

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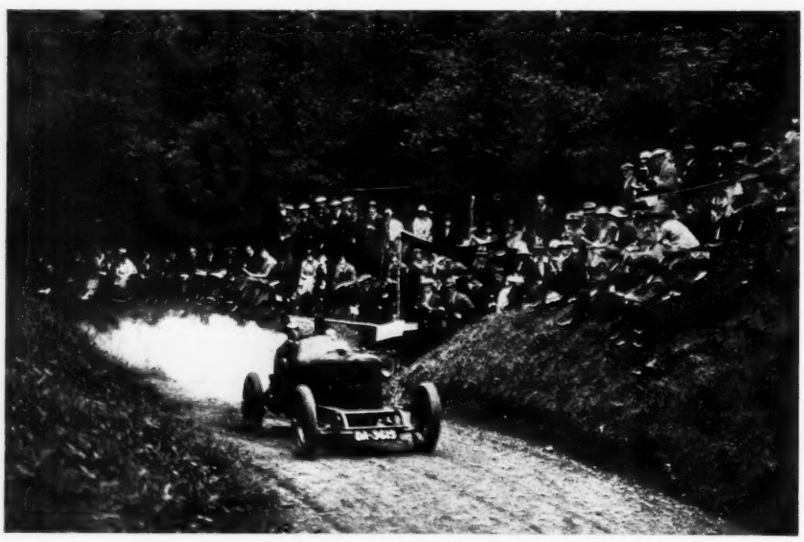
an accumulation of work and long delay in putting it through. We cannot get prompt and effective action from an inadequate and underpaid organisation, and we cannot reasonably expect a year-old Ministry, however well staffed, to be able to demonstrate its full utility by pointing to what it has already done in every section of its activities. In fact, our view is that the Ministry, having been formed, should be given a fair chance of justifying itself. It would be unreasonable to expect any new but complex organisation to have reached such a stage in the brief period of time that has elapsed. In the course of another couple of years the Ministry of Transport will have proved itself either a success or a failure. It is an experiment, admittedly costly, but one which, now that so much thought and money have been expended upon it, should be given an opportunity of becoming a useful part of the national machinery, and should not be exterminated merely because, in its period of infancy, it cannot put up the record of performance that would be expected of a full-grown man.

AERO PROGRESS

WHILE it must be admitted that the use of aircraft for commercial purposes has not developed quite so smoothly and rapidly as those most interested in it would have liked, progress has by no means stagnated as the result of the cessation of war demands, and material proof of this is to be seen at the exhibition that opens at Olympia to-day. All types of aircraft, power units and fittings are represented, and indications are not wanting that the private aeroplane for sporting or other uses will not fail to make its appeal heard among such classes of the community as are able to command the necessary landing spaces.

Among the outstanding features of the exhibition may be mentioned the Air Ministry display occupying about three-quarters of the gallery, containing a varied and interesting group, including safety devices, charts of air routes, an aviation picture gallery, and cinema displays. Also the visitor will certainly make for the historic exhibit of British war machines, the commercial aeroplanes and machines intended for use on sea and land, miniature single-seaters with a wing span of 20ft., and the giants with a wing span of 126ft., the machines ranging in weight from 12cwt. to over 10 tons, machines that control themselves, and the extraordinary engines weighing no more than 1.7lb. per horse-power.

The exhibition is open daily from 10 till 9, Sundays excepted, admission being 2s. 6d. before 6 p.m., 1s. 3d. after 6 p.m., and 1s. 3d. all day on Saturday, July 17th. It is perhaps almost unnecessary to add that the promotors of the exhibition are the Society of British Aircraft Constructors, Limited, and the Society of Motor Manufacturers and Traders, Limited, who are jointly responsible for its management.



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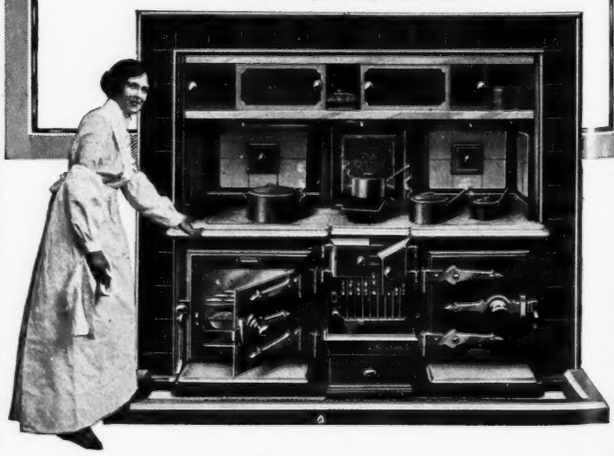
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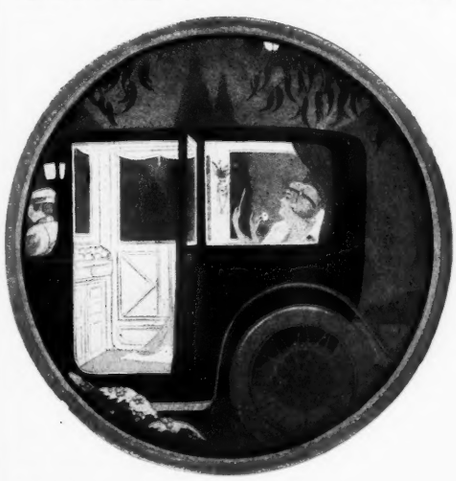
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LETTERS *from* ANOTHER SELF-MADE MERCHANT TO HIS SON

With Illustrations by JOSEPH SIMPSON and ALICK RITCHIE.

Dear Bob,

Denstone writes me that Bagster, the Halifax cashier, has taken "French Leave" and gone to a destination unknown for a holiday with £1,750 in small notes of the firm's money. He asks me what "action" should be taken in the matter. I have wired back, "Do what you like." Denstone is the C.O. at Halifax, and if I were him the "action" I should take would be to give a very severe curtain lecture to the subordinate responsible for insurance matters at Halifax —meaning yourself. I told you in my last letter that you hadn't given enough thought to insurance, and this unpleasant little episode absolutely proves me right. No provision whatever has been made at Halifax against loss by dishonesty of employees. For goodness sake put a cold-water bandage round your head and *think* a bit for yourself. Don't expect me to evaporate all my grey matter for you. I suppose you never heard of Fidelity Guarantees or Bonds, which should be an essential condition of employment in the case of cashiers and others handling money? They are invariably required by all large business houses like our own. They are issued at very moderate rates by the Motor Union Company, and if one had been held bearing our defaulting friend Bagster's name we shouldn't have been £1,750 to the bad at the present time. Fidelity Bonds not only safeguard you against loss by dishonesty but against dud employees. A man that can meet the requirements of the Bond is generally pretty sound and not likely to go about distributing the firm's money amongst chorus girls in flash restaurants, or among bookmakers on the popular pastime of backing losers. That's all I have to say on the matter. Denstone, I hope, will be a little bit more emphatic. But for your own sake, as well as the firm's, see that a Motor Union Fidelity Bond accompanies the new cashier at the Halifax Depot.



". . . distributing the firm's money amongst chorus girls in flash restaurants."

Glad to learn that you feel quite fit again after your recent illness. I am pleased that the nurse you had was so satisfactory, but can't understand why you harp upon the matter so much.

Your affectionate,
Father.

THE MOTOR UNION INSURANCE CO. LTD.
10 ST. JAMES STREET, S.W.

St James's 8

TRACTORS AT THE ROYAL

II.—IMPORTED MACHINES.

THERE were plenty of imported tractors at the Show, but very few of them were absolutely new to this market. Of the Americans, perhaps the most interesting were the Case machines, of which two models were shown. Both are built on the same lines, and for the purposes of a description, may be treated as one. There are several features of interest in the design. A solid cast frame is the basis of the construction. It is of unusual shape, and forms the engine base as well as containing housings for all the main bearings and the rear axle. The idea is quite a good one, and should make for long life of the tractor inasmuch as it prevents any too easy disturbance of the alignment of the various parts. Seemingly the only thing which would allow of that disalignment would be the breakage of the frame, an unlikely contingency, in view of its strength. It is designed, moreover, to afford an outer support for the belt pulley, which would otherwise, and as usual, overhang.

The engine is a four-cylindered component, with overhead valves and removable head. It is set across the chassis, and placed a little in front of the middle of it. It drives through a two-speed and reverse gear box to a differential shaft, on the end of which are gear pinions which mesh with gear rings bolted to the rear wheels of the tractor. The important point to notice is that only straight spur pinions and wheels are used, there are no bevels or worm gears used at all. The makers claim that this enables them to present more of the engine power at the drawbar, on account of the higher over-all efficiency of the transmission. All the gears, etc., are totally enclosed and run in oil. The engine uses paraffin as fuel, after being first started on petrol. Hot air is drawn through a muff on the exhaust pipe, and the mixture, after leaving the carburettor, is further heated by the same means. An important and novel feature is the thermostat control of the water circulation. It operates to cause the engine to heat quickly and then remain at a proper temperature while it is running. In the water circulation system there is a bye-pass, controlled by a valve which closes when the engine is cold, and opens when it is heated to a predetermined temperature. When the valve is closed, as it would be, for example, when the engine is first started, the water cannot pass to the radiator, but is merely circulated within the cylinder jackets. It is thus rapidly warmed, and the engine quickly brought to a temperature at which it can consume paraffin. At that temperature the valve opens, little by little, and allows the water to take the normal course through the radiator.

The smaller tractor is of 18 h.p., and the larger 27 h.p. Both are of light weight for the power. They are four wheeled machines, and designed for general purposes. For the moment all enquiries concerning these machines should be addressed to the British representative of the makers, Mr. F. J. Woodward, 30, Streatham Place, Brixton Hill, London, S.W. 2.

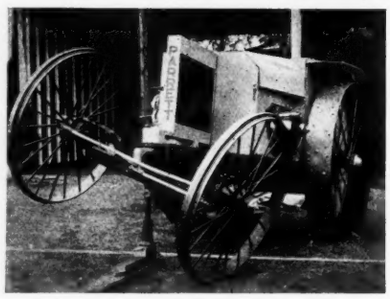
THE TWIN CITY.

The principal feature about the Twin City machine is its engine, as each cylinder has four valves instead of the usual two. The object is to reduce the effort on the cam-shaft, which result is obtained owing to the lower spring resistance. There are two cam-shafts, one for inlet and one for exhaust. All the valves are of the overhead type, and are immediately accessible for attention when the cylinder head is removed.

The body of the tractor is a cast one, in two main pieces. The transmission is *via* a disc clutch and a two-speed gear-box. The belt pulley is keyed to the end of a shaft which projects from the gear-box on the near side of the tractor. It is therefore controlled by the clutch, and is on that side of the tractor most convenient for ordinary British farm conditions.

A SIX-CYLINDER TRACTOR.

The first six-cylinder tractor made its appearance at this year's Royal, in the Avery. It is quite a small machine, weighing about 28cwt., and costing, I am told, but £320. The cylinders are 3ins. diameter and 4ins. stroke, so that the horse-power, according to the R.A.C. rating, is 21.6. The gear-box allows of three speeds forward and one reverse. The final drive is by spur pinion and internal gears on the rear wheels; these gears are entirely exposed, a weak point in the design and one which is unexpected in a six-cylinder machine, which, one would imagine, would be constructed throughout with one object, that of producing the best. The makers arrange the exhaust pipes from the engine so that the gas impinges on the teeth of the large gears, and claim



The front axle of the Parratt is pivoted at the centre and so capable of very wide deflection.

that this has the effect of cleaning and lubricating them—a quaint idea, truly.

THE PARRETT.

The Parrett is not entirely new to us. It took part, as the Clydesdale, in the Scottish trials of 1917, where it behaved quite creditably. The present machine is practically the same as that, being improved, however, in detail. Its outstanding characteristic is the size and spread of its wheels. They are of large diameter, the front ones particularly, and the track is wide.

The engine is rated at 25 h.p., which it should easily develop, as its dimensions are 4¼in. bore and 5½in. stroke, there being four cylinders. It revolves at 1,000 revolutions per minute, and the 7½in. belt pulley is on the end of the crank-shaft at the near side of the tractor, the engine being set across the chassis. It consumes paraffin, after having been started on petrol, and is governed by a centrifugal governor driven by gears from within the engine timing case.

The clutch is a simple one, embodying discs of steel and fabric, easily adjusted, and unlikely to become deranged. All the gears are straight teeth gears, and provide three speeds forward and one reverse. The final drive is by pinions and gears bolted to the rear wheels, these gears being, however, totally enclosed. The construction of the differential gear is similar to that which has for long been popular in the design of steam wagons and tractors over here. A solid shaft runs through from end to end, and one of the driving pinions is secured to one extremity of it. The other pinion is keyed to a sleeve which rides upon the main shaft. The sun wheels of the differential gear are secured one to the main shaft the other to the sleeve. The differential shaft is carried in bearings the position of which may be altered so that the depth of engagement of the final drive gears may be corrected both at erection and from time to time as wear takes place.

THE OLDSMAR.

On the same stand as the Beeman, a well known garden type tractor or cultivator, was another new machine, the Oldsmar. The vendors of the Beeman, The Bourn Engineering Company, tell me that they find that there is a demand for a machine having a little more power than the 5 h.p. which that offers, and they are, in consequence, putting the Oldsmar on the market to fill that want. It has a single-cylinder engine, air-cooled, of 10 h.p. It runs on two wheels and, as shown, was fitted with a two-wheeled trailer with seat on which the operator would ride. The most modern lines are followed in regard to its construction, and it is designed, I understand, by one of the pioneers of motor-car construction in the States, namely, Mr. R. E. Olds. The engine crank case is in one with the frame of the machine. The drive is most interesting and unusual. A belt pulley on the crank-shaft transmits the power to a large flywheel. On the same shaft as the flywheel is a pinion which is in engagement with a spur wheel on the differential shaft of the tractor. The belt is tensioned by a pulley on a spring and hand controlled arm, and this arrangement serves as a clutch. Either driving wheel may be independently de-clutched so that only the outer wheel is driven when on a turn.

THE CHASE.

This tractor is really Canadian, and is an improved model of the American Chase, one of which also took part in the Scottish trials of 1917. In the construction of this machine also we note that the idea of dispensing with anything but spur gears in the transmission has been followed, and the engine lays across the frame in order that that end may be reached. The tractor is low built, has three wheels and no differential. The engine is of 25 h.p. and consumes paraffin.

OLD FRIENDS.

Besides all these novel machines, our old friends were, of course, there in abundance. The International Harvester Company's Titan and International Junior were well displayed, the former showing what it could do in the way of horse-power development by means of a simple dynamometer. The Moline Universal, the real one-man tractor, and also the Garner, provided interest for the sightseer by travelling round and round in small circles "riderless"; while the "G.C." demonstrated the nicety of control of its friction drive by slowly traversing the stand to and fro, being stopped and reversed at the end of its beat by the merest touch on the control lever. Messrs. Melchoir Armstrong and Dessau showed the Emerson and a line of implements, as well as a one-ton farmer's lorry.

H. G. Burford and Co. were showing a new model of the Cletrac, the differences between it and the old, however, being more matters of detail than of design.

There were two tractors of European make, the Fiat, which is still one of the soundest engineering jobs in the tractor line, and the Agro, a small garden cultivator which made its appearance here for the first time and is in the hands of Worthington, Simpson and Co., of Queen's House, Kingsway.

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THE AERO EXHIBITION

IF intrinsic interest and variety of exhibits is sufficient to ensure success, the present Exhibition at Olympia should constitute something of a record. Whether one is interested in aeroplanes merely as things that fly and provide a pleasant afternoon's pastime, whether one regards them from the point of view of their serious possibilities as the transport of the future, whether one is considering the purchase of a machine for one's own use, or whether one's interest is limited to the memories of the glorious deeds achieved by the flying men during the war, one will find sufficient to fill in quite a busy day at Olympia. If any critics had thought that aeroplane design and progress had ceased with the termination of the war, they will find in the Exhibition generous refutation of their fallacious ideas. Machines that would have been impossible of design and construction three years ago are to be seen as fresh facts available to the public on an ordinary commercial basis, and it is worth pointing out that, judged from the standpoint of value for money, the machines to be seen appear in every way satisfactory propositions, whether one regards the smallest machine in the Show, such as the B.A.T., Crow or the Austin Whippet, or the giant Bristol saloon triplane or the Handley Page London—Paris machine.

We do not propose to give an exhaustive account of every stand, but merely to deal with those exhibits that struck us as being of outstanding interest, either as exemplifying progress in design or potentialities for the future.

It should be understood that the Aero Exhibition is, unlike its predecessors, the Motor Car Show and the Motor Boat Show, not an Exhibition ostensibly and solely for direct business reasons. It is, of course, hoped that business will result, and there is every indication that there will be good business; but more than anything else the present Show, the first after an interval of six years and the sixth of its series, is an educative effort. It is a Show that can but prove to the public what has been done in the past and what potentialities lie for the future. The generous public support that should be forthcoming will open the eyes of many people, who have not previously considered the matter in any seriousness, to the great potentialities lying before aircratt, and will force them to realise that, whatever the critic may say, the aeroplane as a means of everyday travel has come to stay. The variety in which the machines are exhibited alone affords ample proof of this. There is the tiny single-seater, and there is the seventeen-seater saloon, between the two extremes practically every imaginable type being represented.

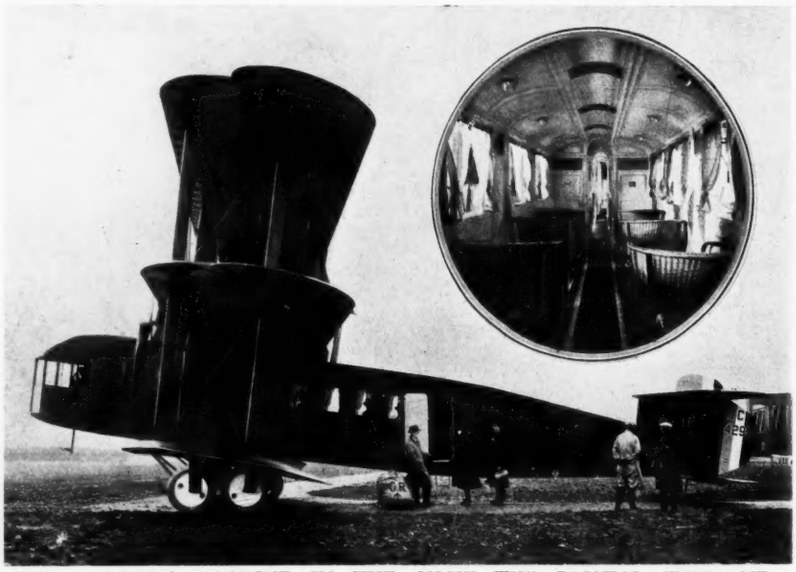
Whether the aeroplane is safe enough to justify its being offered to the public as a means of ordinary travel may best be judged from the scope of the work accomplished by British Civil Aviation last year alone. Some 39,000 flights covered among them nearly 735,000 miles, the number of passengers carried being 69,000 and the weight of the goods 116,498lb. Licences were issued to 528 pilots, 6 navigators and 144 aerodromes, while 519 machines were registered. Between August 26th, when international flying was first permitted, and the end of May last there were nearly 900 departures and arrivals of aircraft to and from this country and the Continent, over £200,000 worth of merchandise being carried, and above all it is eminently satisfactory to note that by far the bulk of the machines employed were of British design and construction.

One of the very pleasing features of the Exhibition is, in fact, the almost universally British origin of the machines and equipment. There cannot be room for the slightest difference of opinion as to whether Britain leads the world in aerial construction. Our legislators have not by any means given to aircraft constructors the encouragement that these deserve and require, but the authorities have at least steered clear from the course of crass stupidity which so hindered the development of the British motor car in the early days. To mention only one firm, the Bristol and Commercial Aeroplane Company, Limited, is finding for its products a considerable and continually increasing market in America, where the superiority of British machines appears to be fully recognised and where, it is interesting to note, British machines of first quality can be obtained even after they have paid import duty more cheaply than the best American machines.

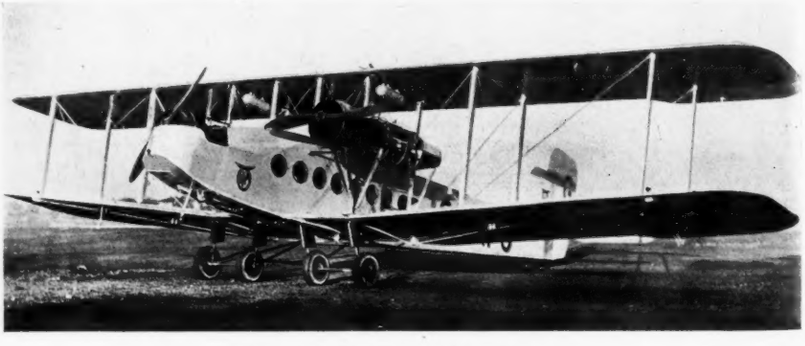
SOME OF THE EXHIBITS.

On entering the Show the visitor will be immediately met and impressed by the huge Bristol saloon triplane, which is the largest commercial machine present. This Pullman triplane is equipped with four Liberty engines and accommodates fourteen passengers in addition to the pilot and engineer, the whole of the accommodation for the passengers being enclosed and having a central gangway affording access to the wicker fauteuils, which are removable. The disposable load of the machine is, in addition to the two pilots, 2,700lb. with fuel for five hours' flight, or alternatively 4,000lb. with fuel for two and a half hours' flight, the cruising speed at three-quarter throttle being from 100 to 105 m.p.h.

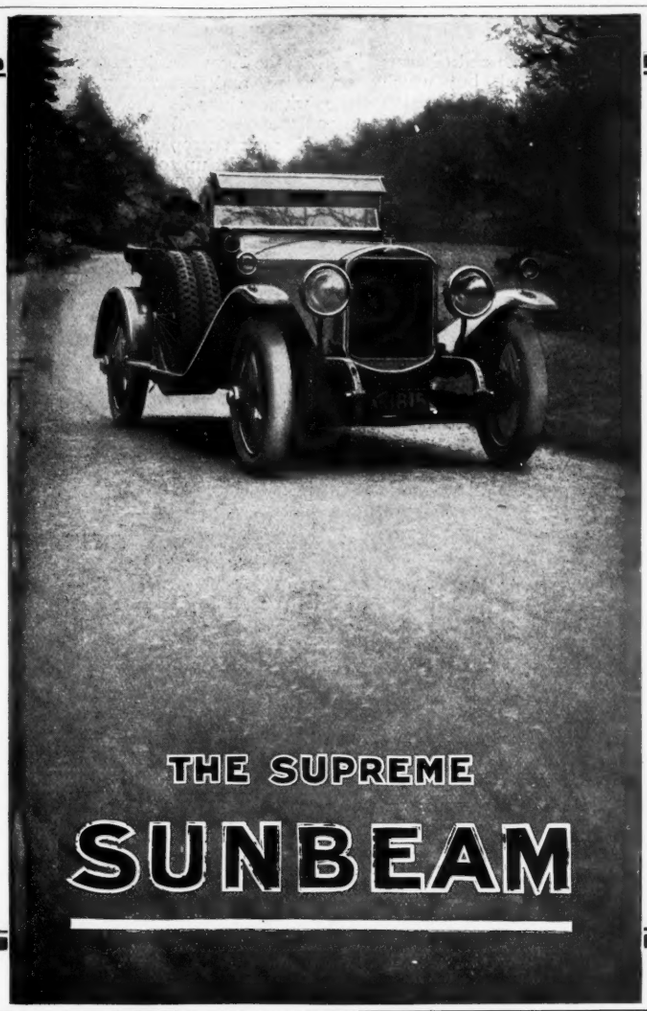
The Handley Page biplane, type W.8 (Stand 49), is designed primarily for passenger traffic and is capable of 115 m.p.h. with its full load of seventeen passengers, including pilot and mechanic. The velvet-cushioned armchairs for the passengers are disposed at each side of the



THE LARGEST MACHINE IN THE SHOW—THE BRISTOL TRIPLANE.



THE HANDLEY PAGE, W.8.



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20 H.P. 8-CYLINDER
ALL BRITISH TOURING CAR

saloon, between which and the pilot's compartment is a compartment for luggage. The power unit is a pair of Napier Lion 450 h.p. engines.

Close by the Bristol (Stand 61) is the Westland limousine Mark 18, which has a 300 h.p. Hispano Suiza engine and an enclosed cabin with deeply upholstered seats for three passengers as well as a space for goods and mails.

The Avro commercial triplane (Stand 63) forms a striking contrast with the Avro Baby on the same stand. The former has a Siddeley Puma 250 h.p. engine, and its carrying capacity is four passengers, exclusive of pilot, while the Baby has a 35 h.p. Green engine and is naturally a single-seater machine.

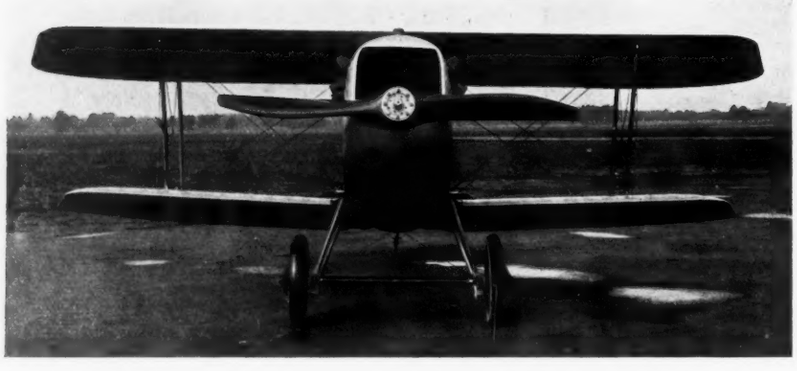
The Vickers-Vimy machine (Stand 50) is one of which the fame is now permanently established, if only by virtue of its remarkable Atlantic flight. The model shown is practically the same as that which accomplished the first Atlantic crossing, except for modifications where necessary to meet commercial requirements. A particularly interesting exhibit on the same stand is the Vickers Viking machine, for use on either land or sea. It is fitted with wheels for ground landings, and these are mounted at the end of arms which are normally vertical, but which may be swung into the horizontal position by the pilot when the machine is in flight and so leave unhampered the boat body for landing on the water. The engine is the Rolls-Royce Eagle VIII and the passenger accommodation is five.

The Sopwith Dove on Stand 42 is a machine that offers a particular attraction by virtue of its cleanness of design and generally neat over-all appearance. It is practically the post-war model of the Pup, which did such good service and earned such a high reputation for itself during the war. Its total wing span is 25ft., and its engine an 80 h.p. Le Rhone, the passenger accommodation being for one besides the pilot.

The Martynside Semiquaver on stand 45 is a racing machine pure and simple, and if one may judge from appearance it is a racing machine that should be capable of an extremely creditable performance. Although its span is but 20ft. and its over-all length 19ft. 3ins., the machine has a 300 h.p. Hispano Suiza engine and during its first trials in March, 1920, it achieved the official British record speed over the kilometre of 161.4 m.p.h.



THE VICKERS VIKING FOR USE ON LAND OR WATER.
The quadrant round which the wheels are elevated when it is required to alight on water are clearly shown.



THE MARTYNSIDE RACING MACHINE—THE SEMIQUAVER.



THE SUPERMARINE "CHANNEL TYPE" FLYING BOAT.

To the layman at least one of the most attractive and interesting machines in the whole show is the Short all-metal aeroplane on Stand 44. The machine is a single-seater aeroplane designed to carry mails or freight up to 400lb. in weight, its engine being a Siddeley Puma of 250 h.p. and its wing span 37ft. 6ins., giving a maximum speed of 120 m.p.h. The machine is built throughout with Duralumin with the exception of the wing spars and a few other minor parts for which steel is found more suitable. Not only is this machine of characteristic appearance owing to its polished aluminium finish, but it has extremely pleasing lines, which are further emphasised by the manner in which the control wires are hidden, those to the rudder and tail fins being carried through the fuselage. On the same stand is also shown the Short sporting type seaplane, the engine of which is a 160 h.p. Beardmore and the span 44ft.

When dealing with the Motor Boat Show we made special reference to the boats exhibited by the Supermarine Aviation Works, Limited, of Southampton. And their single-seater flying boat Sea King and the Channel Type of commercial flying boat on Stand 45 at this Show are equally worthy of more than passing notice. The power units in both cases are 160 h.p. Beardmores, and while the Sea King is primarily intended as a war type machine, the commercial flying boat can carry, besides the pilot, three passengers, or 540lb. of luggage, while, although not standard, it can be fitted with a cabin for use in rough weather. It is of interest that this firm, in conjunction with others, has recently secured the concession of running a regular air service between the Bermudas and New York, having received direct encouragement in the form of a subsidy from the American Government, and it is expected that within the course of a very few weeks the service will be in full swing.

HIGH SEAS MOORINGS.

A very interesting exhibit at the Show is the model of the mooring pontoon for flying boats and seaplanes exhibited on the Bristol Stand 58. This consists essentially of four small rectangular pontoons or ballast tanks, connected together by latticed-braced girders and having a superstructure of timber planking which forms a deck on which rests the cradle or other means of support for the flying boat and from which the boat can be handled. When the pontoon is submerged, the running decks are about level with the water or just below, and at the bow end of the pontoon is a V-shaped platform carrying a deckhouse, in which is provided a workshop and sleeping compartments for the crew. The idea of the pontoon is that it shall be moored in the ocean and shall form a convenient calling place for trans-oceanic aerial liners, where they may have effected any necessary repairs and refill their fuel tanks. In a word it is a huge floating dock that should be a very useful and welcome sight to the trans-Atlantic pilots of the future.

To the motorist as such the most intimate appeal of the Aero Exhibition is made by the engines, of which there is a goodly selection. Engines that have now established the unquestioned reliability of flying under all circumstances, whether commercial or military test conditions, are to be seen, ranging in powers from the tiny A.B.C. Gnat mounted on the B.A.T. Crow machine to the huge Napier Lion of 450 h.p. or the Rolls Royce Condor of 600 h.p. The Armstrong Siddeley exhibit on Stand 51 is a very comprehensive one, including as it does the popular Puma, a six-cylinder line engine rated at 246 b.h.p.; the Tiger, a twelve-cylinder Vee with its two cylinder blocks of six each, set at an angle of 60° and having a power rating of 500 b.h.p. There is also shown on the

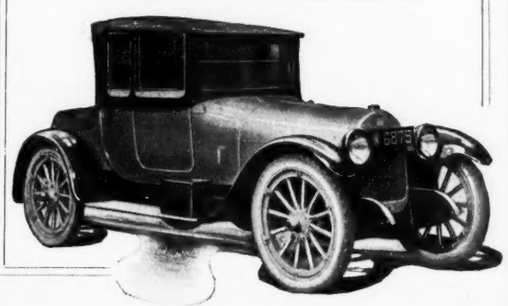
Buick

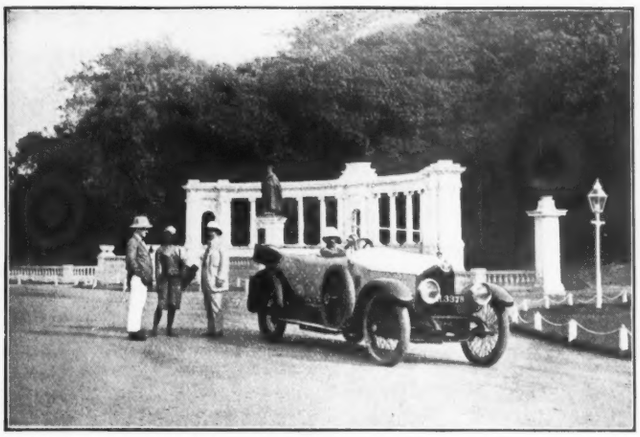
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A 25/30 h.p. R.F.C. CROSSLEY IN INDIA.

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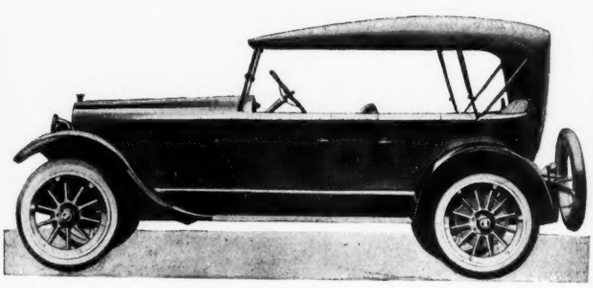
Reference to the service given by the Crossley car reveals a record of highly satisfactory performance. From every part of the world and from every climate come reports of its splendid behaviour. Owners everywhere find it worthy of the name of a Quality Car.

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We have three neat Touring booklets as follows:—(1) "The Valley of the Wye." (2) With Car and Camera in Cambria." (3) "Motor through your own country first." These are sent free on mention of this paper.

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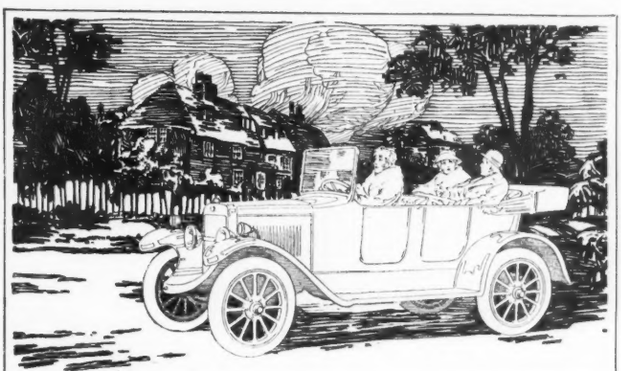


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Moderate first cost, however, is only the starting point of Overland economy. Owners tell us that the low upkeep expense of the Overland is surprising.

The car was designed for upkeep economy. It weighs only 1,800 lbs. Light weight and three-point suspension springs result in uniformly low petrol and oil consumption and high tyre mileage.

The Overland is *the* car for all-round service. It is comfortable to a degree, especially on bad roads. It has stamina—recently a stock car was driven 5,452 miles continuously over country roads in 168 hours, and finished ready to start again.

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Overland
RIGHT-HAND STEERING

stand a twin air-cooled aircraft engine of 45 b.h.p. and two radial engines, one of 150 h.p. and seven cylinders, and the other of twice the number of cylinders and twice the horse-power. These three engines are air cooled, while the others are of the water-cooled type.

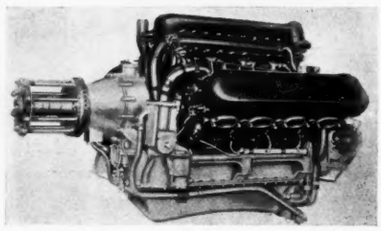
AMONG THE POWER UNITS.

The Hispano Suiza 300 h.p. engine shown on Stand 54 is one to which this country owes a great debt, for it was one of the first successful engines of its type and it formed the model for many others.

The Rolls-Royce range on Stand 53 include the 100 h.p. Hawk, the twelve-cylinder Falcon, and the famous twelve-cylinder 360 h.p. Eagle which accomplished the Atlantic flight on the Vickers-Vimy machine and is now being used on the Continental air service and passenger carrying flights on Handley Page machines. The latest Rolls-Royce production is the Condor, which is a 600 h.p. twelve-cylinder engine and is the highest powered engine in the Show.

The Sunbeam exhibit on Stand 56 is a very comprehensive one, ranging as it does from the Dyak, a 100 h.p. engine of six cylinders, to the Sikh, a six-cylinder engine of 400—450 h.p.; while of the same horse-power rating is the twelve-cylinder Matabele, and the Sikh is also shown in a twelve-cylinder form of double the power rating of the six-cylinder. The Maori of 275 h.p. is, of course, the engine that was fitted to the R.34 on her great Atlantic flight.

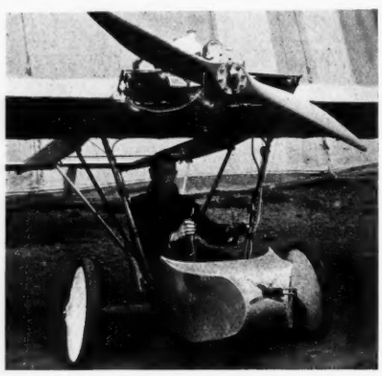
The Napier Lion on Stand 57 is an engine that has already captured twenty-four British air records for speed, duration and useful load carried. The twelve cylinders are arranged in three blocks of four, one vertical and one at 60° on either side of it. These engines are fitted with the Napier patent air petrol starter, by means of which explosive mixture is pumped into the cylinders and ignited by a



A FINE AERO POWER UNIT—THE NAPIER LION OF 450 H.P.
Which already has more than twenty British records to its credit.

"booster" magneto, *i.e.*, a magneto that is spun by hand and is not geared up to the engine in any way.

The British Aerial Transport Company's F.K.26 we referred to as having done some very useful work in the carriage of mails between Birmingham and London during the early days of the railway strike



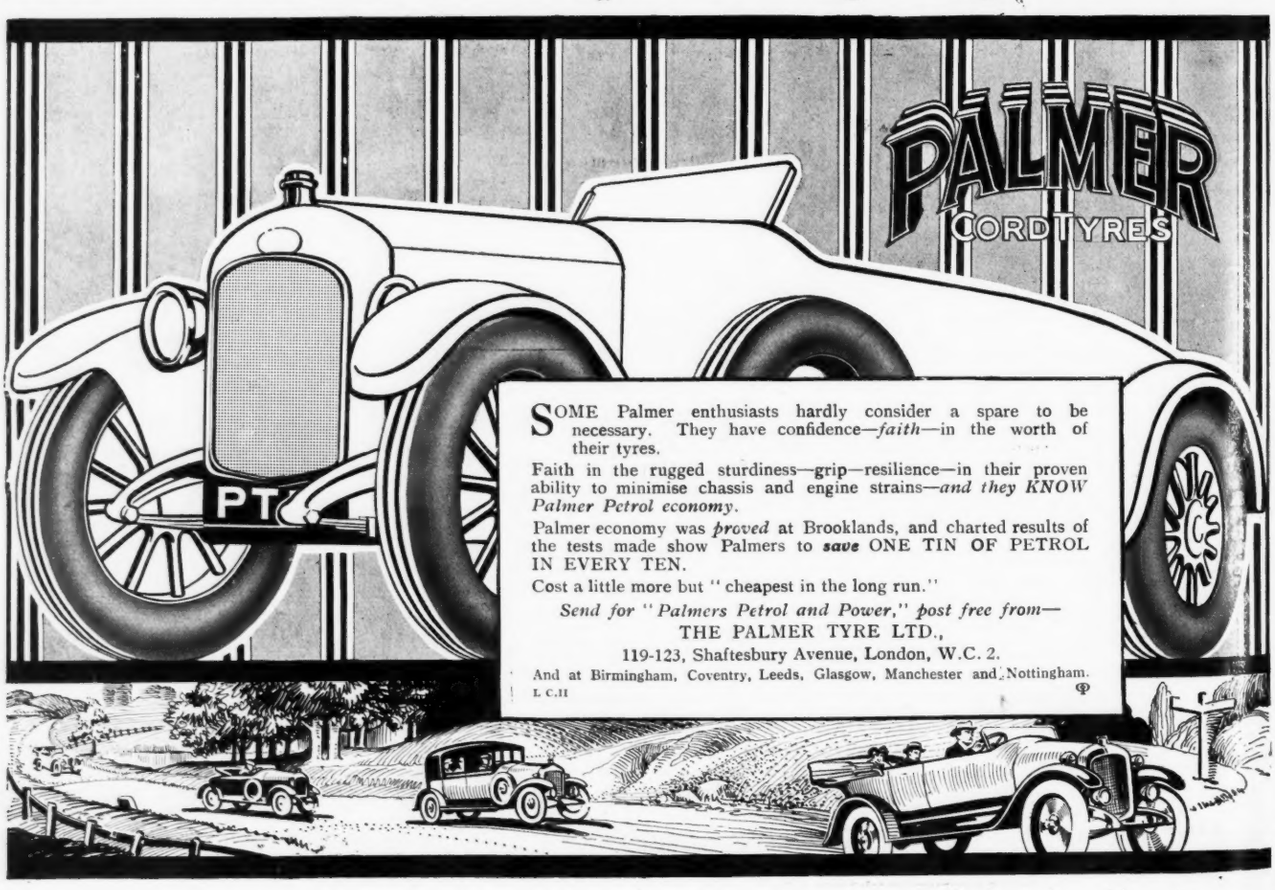
THE SMALLEST MACHINE IN THE SHOW—THE B.A.T. CROW.

last year. It is exhibited on Stand 46, and although it overshadows in dimensions the Crow on the same stand, which is the smallest machine in the Show (its wing span being but 19ft.), the position is apt to be reversed as regards interest. The Crow is a diminutive biplane fitted with an A B C Gnat engine of 40 h.p., and its single-seater accommodation for the pilot is unique among those to be seen at Olympia in that it consists of a wicker chair in which the pilot is not protected from the weather.

Another particularly interesting miniature machine is the Austin Whippet on Stand 66. This is a single seater with a wing span of 21ft. and a 50 h.p. Anzani engine of the six-cylinder radial type. The machine throughout is constructed with a high factor of safety, and is particularly well suited to the private purchaser who feels inclined to invest in a machine for his own uses. It is, of course, a single seater, and the stresses throughout have been checked and approved by the Air Ministry and certificates of its air worthiness have been granted. For convenience in garaging, the wings are of the folding type and are fitted with a special locking device which enables them to be folded back or opened up in less than one minute, the whole being a one-man job. With wings folded the dimensions of the machine are 8ft. in width, 16ft. 10ins. in length and 7ft. 6ins. in height.

Reviewing the Exhibition as a whole, one is automatically compelled to reiterate the sentiments contained at the beginning of this brief summary of its contents. There are two dominant aspects of the exhibits. The first is the enormous progress that they display, and the second is their practicability. There is none of the fancy impracticable development that one might have expected when the demands now being put on air machines are less exacting and less urgent than was the case three years ago. The

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And at Birmingham, Coventry, Leeds, Glasgow, Manchester and Nottingham.

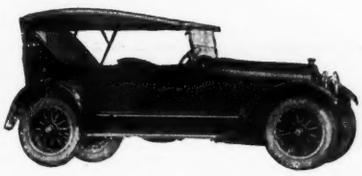
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you have visited our magnificent showroom at 24-27, Orchard Street, W. As proof of the British public's appreciation of sterling merit in car design, engineering skill, and progressive development these are unique.

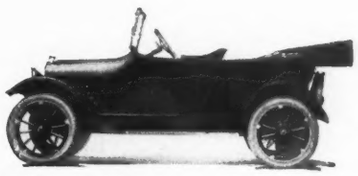
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STANDARD OF THE WORLD

The Cadillac was pre-destined for the most difficult market in the world. To win the approval of exclusive motoring circles where quality and individuality are of more account than price, is to put excellence to a supreme test. The cordial acceptance accorded to the Cadillac car makes further comment superfluous.



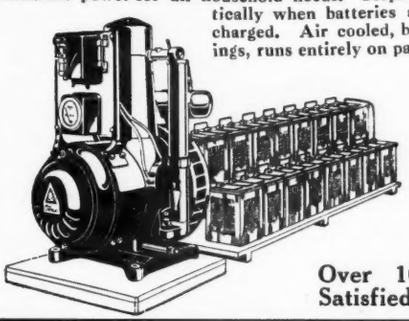
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machines are obviously built for use and with a definite commercial plan behind the whole, and the educative work the Exhibition is hoped to accomplish should be a very real and instructive work indeed. We cannot conclude in a better way than by recommending all our readers who can possibly find time to pay a visit to Olympia before July 20th, when the Exhibition closes.

CAR INDEX MARKS. A SUCCESSFUL APPEAL.

AT the Berkshire Quarter Sessions, held at Reading on June 28th, the Automobile Association successfully appealed against the conviction at Maidenhead of Mr. Edgerley of High Wycombe, one of its members, for driving an unregistered car.

The facts were that the appellant's father purchased a second-hand motor car on April 30th, and on the following day wrote to the licensing authorities at Aylesbury, enclosing the registration fee, and requesting them to transfer the ownership of the car to him. It was pointed out that the transfer must be effected with the London County Council, and application was accordingly made to them on May 5th for the necessary transfer. The application and fee were formally acknowledged, and the car was taken out on the road on May 9th, as it was presumed that everything was in order and the transfer duly made. On this date the car was stopped, and as no form of transfer could be produced, the police took proceedings, and the Court inflicted a fine of £5. After some considerable delay it was found that the original registration was void, and the registration authority allotted a new number to the car in question.

It was contended on behalf of the appellant that all precautions were taken as soon as possible to effect a transfer of the registration, that he was not responsible for any delay which might have taken place, and that he was justified in assuming that the transfer had been effected on receiving the acknowledgment from the London County Council. In any case it was submitted that the penalty under the circumstances was excessive.

The Court, in allowing the appeal with costs, stated that there was no doubt that when the car went on the road on May 9th it was registered with the London County Council, that the appellant's father had taken all steps to have the transfer effected, and the fact that it was subsequently found out that the original registration was void did not affect the appellant. The Court agreed to state a case for the consideration of the High Court should the police decide to take the case further, and the Chairman stated that if the High Court came to the conclusion that their decision was wrong and that there ought to be a conviction, the penalty should be 1s. instead of £5.

SHIPMENT OF TOURISTS' CARS.

THE Automobile Association has instituted arrangements, through the medium of reputable firms, for effectively dealing with motor vehicles imported into or exported from Great Britain. The arrangements cover the unpacking of imported motor cars, and the packing of motor cars for export, Customs clearance and dues, and payment of duties. Upon arrival at a British port cars are unpacked and promptly got ready for the road, under the supervision of experts.

Details of these facilities, which should be of great use to foreign motor tourists visiting this country, may be obtained from the Touring Department of the Association, at the Head Office, Whitcomb Street, London, W.C.2, or from any of the provincial A.A. headquarters.

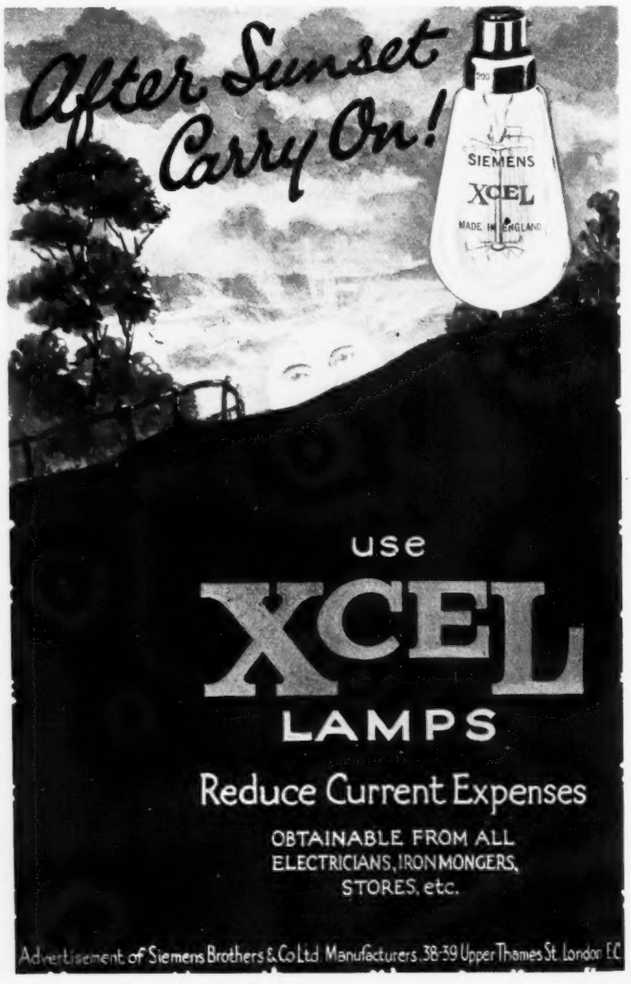
SOME NEW BOOKS.

WITH the touring season at its height the "R.A.C. Year Book" for 1920 makes an opportune appearance. It is full of information on every topic that interests the private motorist and its up-to-date disquisitions of the regulations and formalities necessary for cars that are to be taken abroad is likely to interest a greater number of motorists this year than was even the case in pre-war days.

"The Automobile Engineer's Year Book" is a compendium of technical information that, while not likely to interest the man who looks upon his car solely as a convenience for getting him from place to place is full of interest to the keen owner-driver or to the man who is interested in the performances of other cars and in modern developments making for increased car efficiency. The tables at end of this book giving the chief features of the leading chassis, both private car and commercial vehicle, at present on the market are extremely interesting and are well supplemented by similar tabular information of the leading aero engines.

"The Elements of Electro Technics" is by an author whose name will be known to readers of COUNTRY LIFE, as we have reviewed a book of his on magnetos. Mr. A. P. Young, O.B.E., M.I.E.E., is a man highly qualified to speak of the practical applications of electricity both from the purely practical and theoretical points of view and he has combined the two aspects of the question in a most able manner in this, his latest publication. While not intended to deal with electricity as applied to motor cars only, "The Elements of Electro Technics" contains a mine of information of incalculable value to the owner-driver who is concerned with the electrical processes that take place on his car as distinct from the practical consideration necessary for their maintenance.



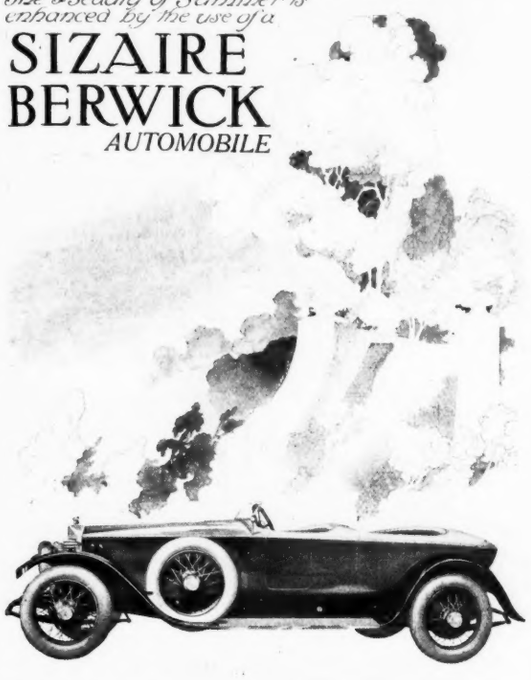


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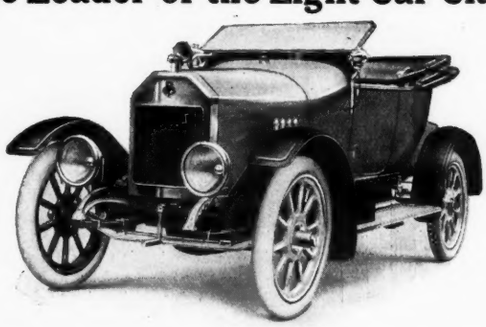
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The 10 h.p. Swift gives all one can reasonably wish for in speed, power and economy, and it is pre-eminently trustworthy on the road. There are no freakish or untried features about it. It is just a snug, comfortable little car—a pleasure to own and to drive.

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WEIGHT AND DRAUGHT OF SELF-LIFT PLOUGHS

AN EASILY ADJUSTABLE DRAWBAR HITCH. A CHEAP MOTOR ROLLER.

THERE were very many things of interest in the implement section of the Royal Show other than the tractors and lorries to which I have already referred. Each of us no doubt has his preferences, and no two people are likely to agree as to which was really the most interesting thing there. Among cultivating tools I was most taken with the A.B.C. ploughs and cultivators, all of which were designed to be operated by tractor, and were fitted with self-lift mechanism. I was not at all surprised to learn that they had been awarded the Society's Silver Medal for excellency. All of them were of a character to merit special mention. The self-lift gear alone deserves an award on account of its simplicity and also because of the robustness of its build. It has few parts, and all of them are unusually strong.

My own eye was taken by the ploughs, and particularly the two-furrow implement. In addition to the merit of possessing a simple reliable self-lift gear, it is unusually light in weight, yet strong, presenting also ample clearance both under the beams as well as beneath the breasts when they are lifted. The last-named feature is one which is frequently lacking, particularly, I regret to say, in British made self-lift ploughs, and Mr. Phipps, the maker of the A.B.C., is the more to be congratulated on that account. Absence of sufficient clearance below the lifted ploughshare is the cause of much of that ragged finish which is so frequently noticed at the end of the furrows of a tractor-ploughed field.

The reduction in weight which is noticeable in this plough is a great blessing, and particularly so in the case of a two-furrow plough. Tractors designed for two-furrow work are



THE AGRO, SHOWN AT THE "ROYAL" BY WORTHINGTON, SIMPSON AND CO., IS HERE SEEN AT WORK IN FRANCE.

generally themselves so light that even a very little reduction in weight of the plough is really great in proportion to the weight of the total outfit. If, as I am told, the A.B.C. is really less by 2cwt. than the next best British plough, then it is by much more than that the best plough for the small tractor. Other things being equal, the lighter the plough the lighter the draught, and 2cwt. difference in the weight of the implement may on occasion make all the difference between success and failure when the time comes for the last ounce of power to be taken out of the engine when ploughing a stiff little bit of the field.

The importance of the draught of the plough has always been realised, but it will have to be studied more and more in connection with the tractor, particularly when small machines are used. It would be an excellent thing, I think, if manufacturers would endeavour to persuade their customers to buy, at the same time as the tractor, an instrument for indicating the drawbar pull which the tractor is exerting. There are such instruments, one, called the Tractometer, consists of a steel tube containing a spring. The spring is held between two plungers, and as it is compressed, it moves a finger which traverses a dial on the dashboard of the tractor, indicating the pull which the tractor is exerting in just the same manner as a speedometer shows the speed at which a car is travelling. The constant use of an instrument of this kind would teach the farmer many things about the machine he is using and the implements which it is pulling. It would prevent him, for example, from making the glaring mistakes in connection with the hitching up of the plough which are now so frequent, whereby half the power of the tractor is wasted in dragging the weight of the plough against the side of the furrows, spoiling the shape of them instead of in cutting good straight trenches.

AN EASILY ADJUSTABLE DRAWBAR.

There is room for hope, at least, that we are on the track of an adjustable drawbar by the aid of which even the tyro will be able to get the best out of his plough and tractor, from the point of view of draught, without any trouble. Mr. Martin has designed one, and showed it on all his new self-lift ploughs. It consists in the main of the familiar triangular structure, and is equipped with the usual means of adjustment namely, holes in the bars of the frame into which the joint bolts may fit, the adjustment being effected by alteration of the shape of the triangle. In the Martin drawbar, a further adjustment is possible, while the tractor is actually pulling the plough, by means of a handle fitted with a trigger. Movement of the handle in either direction lengthens or shortens one side of the triangle, thus throwing the plough over to one side or the other of the tractor.

A SIMPLE GARDEN ROLLER.

The tendency nowadays is for the labourer to demand more leisure. Happily, by the increased use of power for the work of the farm, more leisure is likely to be available for him. The effect will be to attract a better type of man to seek employment in the country, and this tendency will be enhanced, as is already being exemplified, in fact, as one result of the use of machinery, which attracts, even as it demands, men of a certain order of intelligence for its operation. Such men will not only demand leisure, but will wish to be healthily and pleasurably occupied during their spare time. Nothing more is conducive to health and happiness than the indulgence in outdoor games, and he is a wise landowner who encourages his staff to develop their sporting instincts within the precincts of the farm. Playing fields require attention, however, and among other things, tennis, cricket, bowls, etc., all require well rolled pitches for their proper enjoyment. It is in this regard that the small motor roller, made by Petters, will be useful. It accomplishes the work, but involves no one in the drudgery usually connected with the rolling of grass plots.

It is simple, economical, and cheap. A small single-cylinder engine, of 2½ h.p., using paraffin, and designed to run on the "two-stroke" principle, by which all need for valves, etc., is eliminated, drives the rollers through the medium of a belt and chain. The two belt pulleys are close together, and are movable, so that a hand lever which slides the shaft carrying one of them to and fro serves to control the machine. Movement of the two pulleys apart tightens the belt and permits the engine to drive the roller. Moving the pulleys closer together frees the belt—equivalent to disengaging the clutch of a car or tractor—while a further movement of the lever brings the two pulleys actually into contact, one with another, and as one of them is faced with friction material, the result is to reverse the motion of the roller. When the machine is fitted with a roller chain instead of the present malleable iron one, I should think it will be very good value indeed at the £150 for which it sells. The makers are, of course, the well known firm of Petters Limited, of Yeovil.

THE NEW WAY ENGINE.

At the time of writing the long and almost disastrous spell of wet weather appears to be ending. The crops have had about as much rain as they can stand without permanent harm In some cases, I fear, that limit has been passed, and in many parts of the country they will, when they come to be harvested, be found in a more or less tangled condition. This will involve the farmer in difficulties of collection, difficulties to which he is unfortunately far from being a stranger, but which will be felt with usual severity this year on account of the pressing and increasing labour conditions under which the work of the farm is at present being carried on.

In the circumstances the "New Way" engine, which is being marketed by the Walter A. Wood Company, of 36, Worship Street, E.C., will come as a boon and a blessing. It is a simple air-cooled, single cylinder engine of about 5 h.p., adapted for several purposes, but particularly useful in that, with the addition of a simple bracket, it can be applied to any harvester, when it provides the power which usually has to be derived from the ground wheel of the machine. A harvester so equipped can be used to gather grain which is tangled or which lays badly, and when harvesting has to be done on wet ground. CULTOR.

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20 *for* 1/6; 50 *for* 3/9; 100 *for* 7/6.
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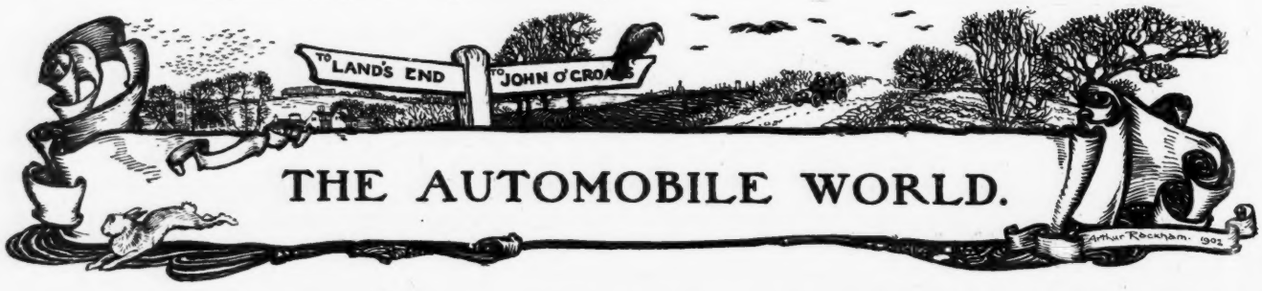
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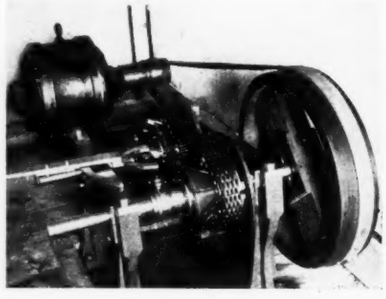
A REMARKABLE NEW TRANSMISSION SYSTEM

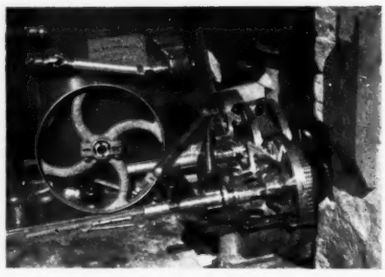
IT is not so long ago since there was described in these pages a transmission system that, working electrically, offered what was in effect an infinite range of speeds between engine and back axle of the car. That transmission system was infinitely flexible and as we pointed out its undoubtedly enormous advantages, might be discounted to a certain extent by an efficiency inferior to that of the ordinary positive transmission system. This was a criticism of that electrical transmission system that was suggested, but as far as we are aware has not yet been conclusively demonstrated. Other forms of infinitely variable transmission have made their appearance from time to time and readers will be familiar with the friction drive which is used on some small cars and possibly also with the infinitely variable belt drive used on the Rudge-Multi motor cycle. All these systems have an inherent defect that militates considerably against their value. They are all liable to a certain amount of slip and so a loss in efficiency. In some cases this slip has been reduced to a minimum, to an extent in fact that it is no more than a theoretical objection and for all practical purposes it may be ignored. Nevertheless it does exist and the sponsors of each system are the last to deny it. It is because it is so small that it does not concern the ordinary private motorist, who is interested only, in the ordinary way, with the actual behaviour of his vehicle on the road and troubles not at all about theoretical considerations.

But a new transmission system invented by Mr. Francis J. Healey not only suffers from no slip in practice, but it has none in theory, for the inventor has achieved what many others have attempted to achieve, but unsuccessfully, a definitely positive transmission system capable of infinite variation within limits only imposed by the relative size of the two essential components.

Like most great mechanical innovations, the Healey gear defies a simple and concise description and one is apt to get from reading any description, however concise, the impression that the gear is a mass of complication. In defence both of ourselves and of the gear, let us prelude this attempt at a description of an epoch-making invention, with a proviso to the effect that, however complicated the gear may sound to the reader, it is not actually complicated in itself. The mechanical movements involved are all of the simplest and it is merely their combination which, if simple, is ultra ingenious, that militates against a condensed and vivid description.

Briefly, there are three essential components—two sprockets and a chain connecting them, the feature of the gear being the construction of the sprockets, which are, in fact, capable of expansion and contraction. Each pulley consists of a pair of plates, one of which is fixed and the other may slide on a shaft acting as the axle of both. Through the outer or sliding plate is a conical member provided with what may be described as protruding metal plates. Between the two circular discs is mounted a toothed wheel, constructed in segments, the number of which is immaterial, but in the gears actually constructed is eight. Between each of these toothed segments is a plain one and each toothed segment is dovetailed into the fixed plate in such a way that it is capable of a certain amount of radial motion, this motion taking place under the control of a spring. When the cone referred to is pushed home, it forces these toothed and untoothed segments to the top of the plate, *i.e.*, the effective diameter of what is really a chain sprocket is at its maximum. Between the various toothed segments are the plain segments and again an empty space. By means of a gear lever working through a quadrant, the expansion of one sprocket is effected at the same time as the contraction of another. In other words, as one cone is pushed home increasing the diameter of the first sprocket, the other cone is withdrawn decreasing the diameter of the second sprocket. The obvious result is that the ratio between the sprockets is altered doubly and also on account of the spring mounting of the segments and the constant ratio between the two sprockets the tightness of the chain connecting them is not affected. Thus the two sprockets are connected by an unstretchable chain which has a positive grip on each sprocket, so that the possibility of slip is definitely eliminated. In the gears actually constructed the chain used is of the ordinary silent type and the teeth of the sprocket are, of course, of the correct form to engage such a chain. There is, however, no reason why any form of chain should not be employed so long as the sprocket teeth are constructed accordingly.







THE HEALEY GEAR, SHOWING THE CHAIN DRIVE AND EXPANDING SPROCKETS, GIVING RATIOS FROM ONE TO NINE.

The whole gear is mounted into a gear box rather larger, but no heavier than the ordinary type as fitted to a car. There are two parallel shafts, one of which forms a continuation of the clutch shaft as in ordinary practice, and this is connected by silent roller chain to the other shaft, *i.e.*, what would be the lay shaft in an ordinary gear box, at the end of which is one of the expanding sprockets which is connected by silent chain to the corresponding independent sprocket on the main shaft of the gear box. Where this latter projects through the gear box there is a dog clutch for its engagement with the propeller shaft and incorporated in this is a spur pinion for the provision of reverse gear ratio. In use the car is started on lowest gear, as is usual, this gear being obtained when the sprocket on the lay shaft is at its smallest and the sprocket on the main shaft is at its largest diameter. The gear lever is then gradually pushed forward without any disengagement of the clutch and consequently the ratio between engine and back wheels is gradually raised. Throughout the whole of the operation the load on the driving chain connecting the two sprockets is constant, or at least it is never removed. Obviously it cannot be quite constant on account of the essential change in ratio. The point is that it is not necessary to declutch when changing gear, declutching being necessary only when it is required to bring the car to a standstill or to start away from rest.

The gear is not by any means limited in its utility of application to motor cars. It can be used wherever power has to be transmitted and the first set to be completed is in use at the experimental works, 2B, Bassein Park Road, Shepherd's Bush, for the driving of the machine shop. It was most interesting to observe this gear in operation and to see how the speed of the various shafts throughout the shop could be altered solely by manipulation of the lever controlling the gear box. The range of ratios provided is, of course, unlimited. If the two sprockets are of such a size that the maximum diameter of the one is four times the minimum diameter of the other, then, of course, the range is from four to one, while when both sprockets are so controlled by the gear lever that they are the same size, the ratio they give is one to one. Thus, on a car having the normal back axle reduction ratio of four to one, the possible ratios obtainable with the Healey gear would range from one to one to sixteen to one. Obviously the first of these ratios would never be employed and the gear control lever would be mounted in such a way that the maximum ratio between driving and driven sprockets would be one to one and thus that between engine and road wheels of the car would be four to one. But it will be no small attraction when one can obtain any ratio one desires between four to one and



The Wolseley Fifteen.

"SHE is altogether delightful; lively to the throttle; sprung so that road shocks are damped out of existence; accessible in regard to those points needing regular attention; splendidly finished both in detail and general appearance; and altogether the car seems bound to step right away into the very front rank."

—W. H. BERRY, in "EVENING STANDARD."

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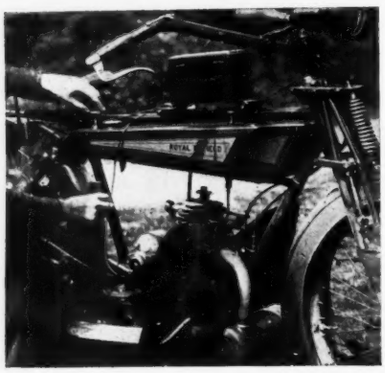
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THE "WOLSELEY" MARK

sixteen to one by the mere pushing forward or pulling back of a single lever. In practice this lever will be made to move along a quadrant in which notches, probably five or six in number, will be cut. There is, however, no reason why these notches should not be developed into serrations more or less of infinite number so that absolutely any ratio between the two extremes will be obtainable. Also the gear could be operated by a screw arrangement which would give the same result to an even greater degree, if one may be pardoned for speaking loosely, and also would call for no effort at all in its manipulation. It is in this form that the gear box will first be made for motor cycles. There is no doubt that the Healey gear bids fair to effect a revolution in car transmission systems and it is one of the few real innovations of which the future seems definitely assured from the first. It has been reported on almost enthusiastically by some eminent and independent engineers, one of whom describes it as "mechanical wizardry inasmuch as the gear accomplished what has hitherto been thought impossible to achieve." The reduction in weight combined with the reduction in manufacturing cost is alone a revolutionary achievement and when one remembers that the gear can be applied, and is intended to be applied, to things so different as motor cars, printing machinery, electrical machines and boats, one can vision in a vague, although not uncertain manner the remarkable future that it promises.

THE MOST ECONOMICAL TENDER FOR THE BIG CAR

ON one or two occasions recently we have had something to say on the financial advisability of the regular employment of a small car as a tender to the big one. The owner of a 40 h.p. car may be wealthy, but, nevertheless, he is ill advised when he employs this car on short runabout journeys when only one passenger or say a small amount of personal



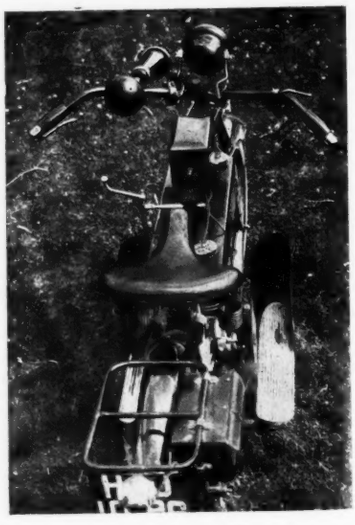
FILLING THE OIL MEASURE OF ROYAL ENFIELD MOTOR CYCLE.

luggage is to be carried. The capital outlay of a light car tender may on the face of it appear to be something after the nature of an extravagance when a large sum has already been invested in a big car that can do all and more than a small one. The pros and cons of this question we do not intend to discuss, for the reason already given, that we have dealt with them already, and there can be no doubt as to the genuine wisdom of investing in and employing a light tender for light journeys. There is another form of tender even more economical than the smallest of small cars and much cheaper to buy, the possibilities of which are often overlooked from perfectly understandable reasons by the owner of the big car.

The motor cycle is a vehicle that, it must be admitted, has been brought into a certain amount of disrepute. Enthusiasts naturally maintain that this discredit is undeserved and that the motor cycle is as good as any vehicle on the road. It certainly has more enthusiastic supporters than any other form of mechanical transport, and its future is even more definitely assured than that of any type of car. Recently we have been sampling a motor cycle that is in every way ideal for the man who wants something that will take him on short journeys in the minimum possible time and will, for instance, be of inestimable utility in enabling the owner or his agent to make rapid tours over the estate, no matter whether the journey be over properly constructed main roads or over turf, up and down steep gradients or other rough going.

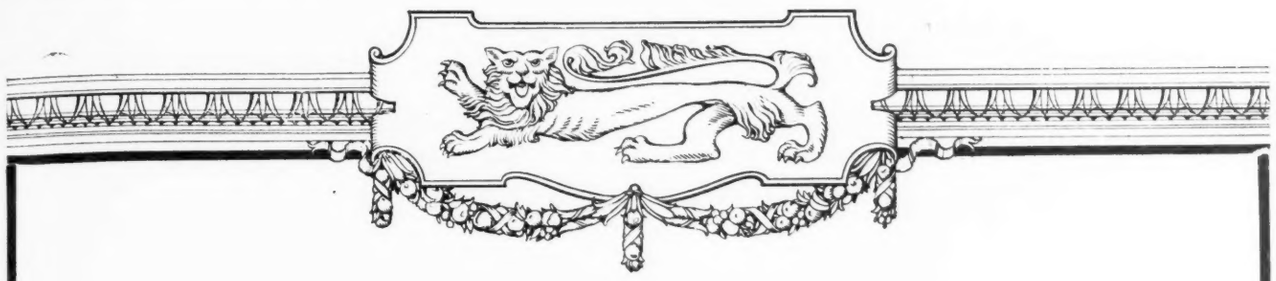
The Royal Enfield motor cycle is constructed on the simplest possible lines throughout. It is delightfully free from those "gadgets," elaborations and fitments, the product of an enthusiast's or even a designer's brain-waves, that are apt to militate considerably against the highly desirable feature of reliability. The engine is a two-stroke type—a type that, readers will be aware, has a minimum number of working parts and, with the exception of the magneto and carburettor, has nothing that could possibly give trouble—and the reliability of magnetos and carburettors is a sheer platitude.

The machine is fitted with the well known Enfield two-speed gear, in which each ratio is obtained by means of an expanding clutch. Thus the gear lever mounted at the side of the tank acts as both clutch and gear operation. When the gear lever is in the neutral position—*i.e.*, when the lever is pointing across the tank—the engine is absolutely free, and there is no suggestion of that common defect that is present with expanding clutch gears binding when the lever is in the nominally neutral position. There is no separate starter incorporated in the gear or feed to the engine, and one has to start the machine by pushing it, but this, which on the face of it may seem a limitation, is, we can assure readers, nothing of the sort. On the coldest of mornings we have fetched the machine from the garage, where it may have been standing for three or four days, have turned on the petrol—which, by the way, is controlled by a sensible needle valve instead of the more unsightly tap,—flooded the carburettor for a second, then, striding the machine and putting the gears in neutral, have given two or three pushes with our feet, and never once has the engine failed to start in twice its own length. The average distance it has to be propelled before the first explosion takes place is considerably less than twice its own length. In our garage at the moment we have a particularly fast light car which is also notably easy in starting, but it is a fact that for journeys up to three and four miles the motor cycle is much quicker. One can get it out and one minute afterwards be well on one's journey, and if the journey should by any chance be through traffic the superiority of the machine is even more exemplified. Its lightness and its ease of control make it an assured delight in handling, and under those conditions when speed does not in any way depend on power, as, for instance, on winding roads or through dense traffic, we have never yet struck anything that will beat the Royal Enfield. If one so desires, one may start the machine up, putting the gear lever in the low position, pushing the machine for a yard or so, and then as soon as it fires slip the gear lever back into the neutral position, when obviously the engine continues to run and the machine is standing still. Then one may sit across it and gradually engage the low gear in just the same way as one engages the clutch of a car. The machine glides away, and as soon as sufficient speed has been obtained one naturally changes into top gear. As regards speed capacity of the machine, this of course is not high, for the whole design is intended to give one an ideal runabout mount, to the functions of which speed is quite foreign. Nevertheless we once covered thirty-five miles of none too easy going in just an hour and a half, and it is noteworthy that over exactly the same route we have never succeeded in securing any very material improvement on a big car. It is just an example of how the light-weight handiness allows the machine to score round bad corners, with which this particular route abounds. Once one has started and has got fairly going after the top gear has been engaged the whole of the control of the machine is effected through a single lever mounted on the right handlebar, this being the control to the Amac automatic carburettor. The compression release one uses only when one starts, and the presence of only one lever to manipulate makes the machine even more ideal for the novice than it is rendered by its other attractive characteristics. The simplicity of control is further accentuated by the employment of the Petroil system of engine lubrication. The main tank of the machine consists of two compartments, one of which is for oil and acts as a reservoir only, and the other is for petrol with which is mixed a definite quantity of oil. Incorporated in the filler for the petrol tank is a little cylindrical cup, and for every gallon of petrol that one puts into the fuel tank one gives eight of these cupfuls of oil which is taken from the reservoir tank as shown in one of our illustrations. Thus once the tank has been filled up



PLAIN VIEW SHOWING SIMPLE CENTRAL CONTROL GEAR AND THROTTLE ONLY OF ROYAL ENFIELD MOTOR CYCLE.

with petrol and the necessary quantity of oil added to the petrol the rider has no need to think about the lubrication of his engine. It is true that this system of engine lubrication is inclined to make the outside of the engine dirty, and the carburettor especially is always covered with a film of oil. On the other hand, it does not get on to the rider's clothes, and one seldom needs to touch the carburettor, and consequently the objection



THE NEW ROLLS-ROYCE

'THE NEW CAR SIMPLY ENCHANTS ONE!'

THE above statement is taken from a letter which we reproduce in full below. This letter is written by a private owner with a wide experience of pre-war Rolls-Royce Cars, extending over several years. The original letter may be seen at our showrooms.

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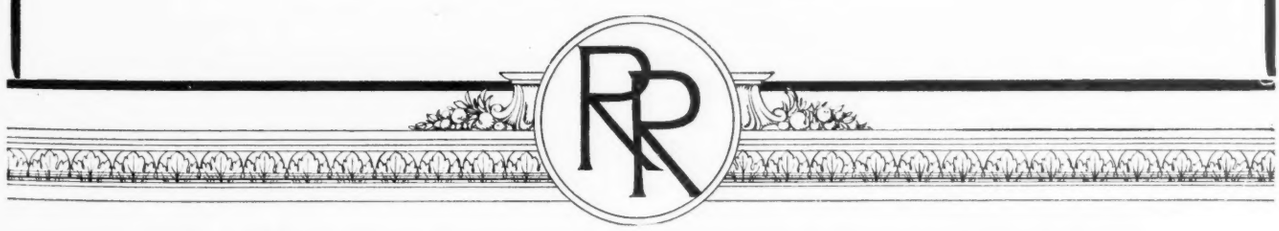
JUNE 30th, 1920.

"*I write to say*

how very much pleased I am with the new car; it is a great improvement on the old car, and I thought the old one perfection. The new car simply enchants one; the extreme silence, engine flexibility, quick acceleration, and perfect springing cannot be too highly praised; also the self-starter, like the car, is perfect.

"*The car has now run, since the beginning of the year, 6,640 miles, and her average consumption, in the country 15 miles to the gallon, in the town 12 to 13.*

"*I have had several experienced motorists out with me for a run in the new car on various occasions, and their unanimous opinion was that the new car is a great improvement on the pre-war cars.*"



The following firms, who purchase direct from us, have sole selling rights of our cars in their respective districts:

Leicestershire, Derbyshire, Notts., Lincs., Staffs., Worcestershire, Warwickshire, Northants, and Rutlandshire: The Midland Counties Motor Garage Co., Ltd., Granby Street, Leicester. Manchester and District, including East Lancs (as far north as a line drawn on the map due east from Cockerham) and East Cheshire: Joseph Cockshoot & Co., Ltd., New Bridge Street, Manchester.

ROLLS-ROYCE, Ltd.
15, Conduit Street,
LONDON, W. 1.
TELEGRAMS ROLHEAD REG. LONDON
PHONE GERRARD 1654 (3 lines)

Liverpool and District, including West Lancs. (as far north as Cockerham), West Cheshire and North Wales: W. Watson & Co., 56, Renshaw Street, Liverpool. Norfolk and Suffolk: Mann, Egerton & Co., Ltd., 5, Prince of Wales' Road, Norwich. Ireland: J. B. Ferguson, Ltd., Chichester Street, Belfast. Scotland: The Clyde Automobile Co., Ltd., 96, Renfrew Street, Glasgow.



is no more than one of appearance. Protection for the rider's clothes is further ensured by the standard Enfield fitting of leg guards. Also on badly submerged roads one can drive quite happily without having one's feet continually soused, which is not the case with many machines and is indeed a regular fault found against the typical motor cycle.

It has probably been gathered that the transmission of the Enfield machine is by chain throughout, there being two chains from the engine to the "gear-box" and one rearwards to the back wheel. These chains are emphatically well above their work, and provided they be kept reasonably lubricated they give every possible satisfaction in service. Undoubtedly the all-chain transmission is the transmission for the light-weight motor cycle just as it is for the heavy-weight, and whatever may be said in favour of belts for light machines there always remains the argument that the chain will never give the rider trouble on account of slip in bad weather. Altogether we consider the Royal Enfield light-weight is the ideal machine for the man who wants a handy runabout mount. We have no hesitation in stating openly that we do not recommend it for long journeys when time is an important consideration; but for London traffic or the remotest corners of a wild estate the Enfield has a range of utility that is excelled by no machine that we have yet met.

THE MYTH OF POWER-ALCOHOL

MOTORISTS will be bitterly disappointed in the Report issued by the Fuel Research Board, as gone are their hopes in regard to power alcohol as an alternative fuel for their cars if the conclusions arrived at by the eminent scientists of which the Board consists are not upset by new discoveries. To sum up the conclusions arrived at, briefly, the only alternative to petrol is coal gas, as neither benzole nor alcohol can be produced in sufficient quantities, or, in regard to the latter, at a commercial price. True, some benzole is recovered from the gas and other undertakings in Great Britain, but the total amount of this in 1919 was about twenty million gallons, while the demand for fuel reaches 250,000,000 gallons annually with every prospect of a further increase required.

Sir George Beilby, Director of Fuel Research, estimates that there will be 750,000 motor vehicles in use in this country at the end of the year and suggests that, as neither benzol nor alcohol is available, town gas and coke oven gas might be used extensively for omnibuses and passenger cars for quick traffic, if light and safe containers could be developed and refilling stations established on the principal roads. As neither conditions exist at the moment, the hope of a home-produced fuel for motor cars seems almost impossible of fulfilment. Alcohol, on which many pinned their hope, can only be produced from food products in the United Kingdom, namely, grain (barley), potatoes and mangolds. In order to get 250,000,000 gallons of 95 per cent. alcohol it requires either 4,170,000 tons of barley, or 12,500,000 tons of potatoes, or 25,000,000 tons of mangolds, while the total production of these vegetable commodities in the United Kingdom for 1919 only amounted to 1,288,035 tons of barley, 6,312,000 tons of potatoes and 7,769,000 tons of mangolds. At the prices which these products of husbandry were selling in 1919, the cost of alcohol per gallon would come out at 7s., 8s. 6d., and 3s. per gallon respectively. Therefore, mangolds seem the only possible commercial alcohol-giving vegetables, and landowners and farmers must come to the help of the motor using community by growing an extra 25,000,000 tons of these to sell at 30s. per ton, if power alcohol is to exist as a fuel here. Is there land available to do this, and is it possible to cultivate it at a profit with this price as a maximum selling value?

We leave the answer to these questions to our agriculturists, but feel that their reply will be in the negative, for it is impossible to be a motorist without realising as, enjoying the delights of touring in our own country that there does not appear to be sufficient acreage available, while the high cost of cultivation and harvesting, neglecting high costs in manufacture, makes it economically impossible.

Consequently, though motorists may be able to mix a proportion of benzole with their petrol for fuel in their motor vehicles, it is well for them to recognise that petrol must be their chief fuel for many years to come, while they use the internal combustion engine as their power unit. With the abolition of the duty on this imported spirit on January 1st, 1921, it has been stated that this fuel will be reduced in price to the public by 7d. per gallon. We earnestly hope that this will really become an accomplished fact, as petrol has been an excellent servant to the motoring public and, high as the price would be then compared to its original cost to users twenty years ago, it would still be within reasonable reach of purchase as a means of travel compared with the promised increase of railway rates. Even to-day it is cheaper for four persons to travel by road in a motor car than by rail, and the margin of cost will be still wider when the railway fares are raised.

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IT'S FALLEN!

BUT ONLY IN PRICE

We couldn't improve the Plug, so we just improved the production in the matter of speed. Massed production means a lower manufacturing cost, and we want you to get the benefit.

So we have reduced the price at which you purchase it; a refreshing change to-day when high prices rule, but the big point is—

This Apollo No. 1. Plug pulls better, and for less.

If you talk with Apollo Plug users one by one they will tell you more convincingly than we can ever hope to do. They will relate a story of their own gratifying experience with this Plug, and don't forget—



THE PRICE IS NOW 5/-

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The Kingsbury Junior holds a place of its own in the small car field. It is very light, fast and lively, but has a better finish and more complete equipment than is usually associated with the more "sporting" type of small vehicle. Simplicity and economy go hand-in-hand with a certain daintiness and charm, that combine to render the Kingsbury Junior singularly attractive. Selling at £270, with dynamo lighting, lamps, and five detachable wheels and tyres, it presents the most remarkable value in the industry.

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At the same time, if the report of the Fuel Research Board is accepted—and one sees no reason to doubt its accuracy as regards its main facts—it does suggest to us that our Government must make adequate provision to see that this country is assured of its supply of petrol, not only for the present but for the future safety of the nation. H. T. R.

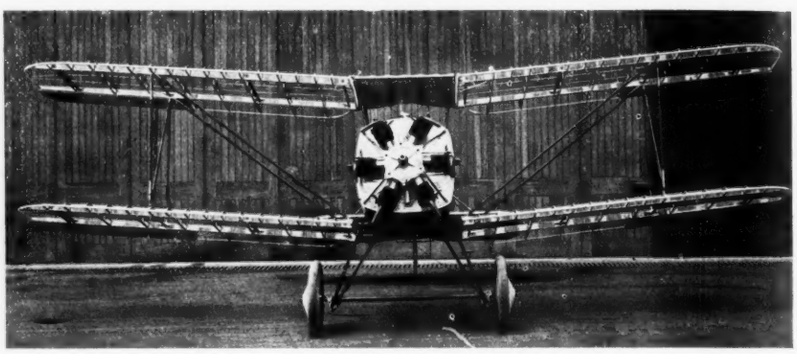
A Word to the National Benzole Association

PRACTICALLY every experienced and sensible motorist is now running his car on benzole whenever, that is, he is able to get the fuel. But anyone anxious to use this home produced power producer is finding it very difficult indeed to get anything like the quantity he requires, if he can get it at all; and the difficulty applies whether one wants to buy the fuel in 2-gallon cans at a garage or is ready to adopt the more sensible procedure of getting a 50-gallon drum from the National Benzole Company, Limited, the distributing section of the National Benzole Association. The fuel enquirers are informed, is simply unobtainable, demand being so much in excess of supply, and production being in anything but a healthy condition.

From enquiries that we have made it would appear that the National Benzole Company, Limited, are adopting the somewhat shortsighted policy of distributing their fuel through the simplest and quickest channels, a policy that, while sound enough on the surface, is, we feel, and think that others will endorse our opinion, not the one likely to make for the maximum ultimate good of the benzole producers. Apparently if one lives near the benzole works one can obtain as much of the fuel as one requires, but as soon as one has to rely on transport,



THE AUSTIN WHIPPET AEROPLANE, THE AERIAL RUNABOUT WITH FOLDING WINGS.



WITH WINGS FOLDED, THIS SKELETON FORM OF THE AUSTIN WHIPPET SHOWS THE SMALL SPACE IT REQUIRES.

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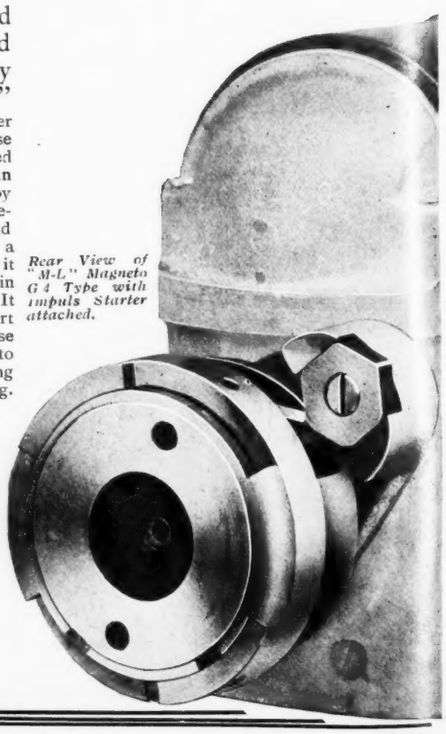
M-L Impulse Starter

YOU are assured a certain and easy start by using an "M-L" Magneto Impulse Starter which develops an intense spark at the slowest speed at which the engine can be turned over, either by hand or mechanical device. It saves time and the labour of cranking a stubborn engine, and it greatly reduces the strain on an electric starter. It saves fuel while short stops are made, because there is no temptation to leave the engine running to avoid re-starting.

Easily fitted to all "M-L" Magnetos.

Price and complete technical details on request.

All enquiries and correspondence relating to Overseas Trade, and to Retail and Trade business in this country, to be addressed to S. Smith & Sons (M.A.), Ltd., 179-185, Great Portland St., London, W.1. Sole Makers: The "M-L" Magneto Syndicate, Ltd., Coventry, to whom all enquiries from manufacturers should be sent.



Rear View of "M-L" Magneto G 4 Type with Impuls Starter attached.

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Its light weight per H.P. developed—the chassis weight is only 35 lbs. per H.P.—special frame, anti-rolling device and excellent workmanship and material make it the finest — and consequently highest-priced — chassis.

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Full particulars on application.

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Hills and rough roads test the true mettle of a car

Owners of pre-war Belsize models have proved their roadworthiness under the most strenuous service conditions.

Here is what they write: "She climbs any hill on top gear" (*Scotland*); "She climbed the stiffest gradients with ease" (*Wales*); "For staying power and climbing beyond all praise" (*England*); "50,000 miles on rough roads" (*Ireland*); "Runs wonderfully well on the Jhelum Valley road to Kashmir" (*India*); "Running regularly over very rough roads" (*Patagonia*). These extracts are typical.

And the new cars? A taciturn Scot admits to 51 miles in 95 minutes over the none too smooth Carlisle to Castle Douglas road, and in his letter adds, "It is certainly the best car I have met yet for knocking up a good average without risk."

Illustrated Catalogue No. 330 with specifications, illustrations and prices, free on request.

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BELSIZE

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As a Motorist has it ever struck you

That 98% attention is bestowed on Tyres, whilst only 2% is bestowed on Inner Tubes,

and this notwithstanding the fact that the tube is the vital part of a pneumatic tyre? The tube is the factor which enables the cover to function. It is the essence of the pneumatic tyre, and without it the cover would simply be a dull, lifeless object. Therefore to get the most out of your tyres first see that the tubes are quality tubes. Such are

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INNER TUBES.

They are the best that expert British workmanship can evolve from the finest of materials, and carry with them the manufacturer's assurance that they are designed to enable your tyres to function to their fullest capacity. By fitting them you will add 100% to the pleasures of motoring and halve your tyre bill.

G. SPENCER, MOULTON & Co., LTD., & WOOD-MILNE, LTD, 42-46, WIGMORE STREET, W.1.

Telegrams: "Spenmoul, Wesdo, London," and "Wudmiln, Wesdo, London."

Telephone: 6610 Mayfair.

Works: Bradford-on-Avon and Leyland, Lancs.



then difficulty, often insuperable, arises. The result is that while in some localities benzole is held in justly high esteem, in others it is practically unknown and its capabilities, naturally, entirely unappreciated. Now, presumably it is not an unreasonable hope that at some date in the future the benzole supply will at least partially catch up with demand, which will mean that the producers and distributors will have to appeal to a wider circle in order to dispose of their products than is the case at present; but by the time they are ready to make that appeal they may find that the wall of prejudice that undoubtedly exists in some quarters against benzole has not been broken down when it was tottering and ready to be broken, and that therefore it has strengthened and the obstacles to be overcome for the firm establishment of benzole on the fuel market will be greater than ever before. We understand that some of the fuel stations erected in various parts of the country, which it will be remembered were but the pioneers of others to follow and which were to specialise on the supply to benzole as distinct from petrol, are absolutely dry. This is more than regrettable—it borders on the disastrous.

While on the subject of benzol and its supply, we may refer to an incidental that, while having no bearing on the actual availability of the fuel, would certainly pay for the attention of the National Benzole Company, Limited. We recently made what we consider the very wise investment of a 50-gallon drum of benzole. By no stretch of imagination could any criticism be raised against the fuel itself, but unfortunately the tap that was supplied with the drum was anything but immune from leakage, and it has constantly dripped away something like a quart to half a gallon per day. Of course, this has not been wasted, and the placing of an ordinary 2-gallon can underneath has caught the drippings, which have then been returned to the drum; but a certain amount of wastage through evaporation has been inevitable, and it is possible that not more than 45 gallons of the 50 gallons originally contained in the drum have found their way into the fuel tank of the car. This is only a little detail, it is true, but it is one of those little details that matter, and as once a tap is inserted, which is necessary before one can discover if it is a good fit or not, it is practically impossible to remove it without very considerable loss of fuel, it is even more important that all the taps should be adequately tested before being turned out from the factory.

The Post-War Subsidy Scheme

IT will be remembered that prior to the Great War our War Department introduced a scheme under which subsidies were payable to owners of certain motor vehicles suitable for military use. The total payment amounted to about £120 in three years, and the vehicles were inspected periodically by military officers. Also, their proprietors agreed in the event of national emergency to sell them to the Government on the terms embodied in the scheme and depending on the age of the vehicles. Unfortunately, when the war started, the scheme had not been working long enough to provide any considerable number of machines.

Looking to the future, one realises at once that either some new scheme must be brought out or the old one revised and reapplied. The only other alternative is Government ownership of large numbers of vehicles for which little use would be found in time of peace, despite which the fleet would have to be renewed periodically owing to old types becoming obsolete. This would be a very expensive matter, and consequently it is to be hoped most sincerely that the Treasury will put no unnecessary difficulties in the way of providing the limited sum now necessary for a sufficiently effective subsidy scheme. In the first instance a temporary scheme must be applied ensuring that a fair number of suitable vehicles are immediately available in emergency. In the course of a year or two a more ambitious scheme may be framed, in which the War Office may dictate to a greater extent on the subject of details of design. The present moment is, however, not appropriate for attempting to influence manufacturers to sub-divide their output by producing new models in limited numbers for special purposes. Consequently the temporary scheme will aim at securing sufficiently close touch with the owners of vehicles of normal commercial design. In the first instance the types subsidised will be the 3—4 ton lorry and the 15cwt. van. A few private cars may also be included. Later on, it may be possible to evolve definitely military types, which would probably also be very suitable for marketing as Colonial models.

ITEM.

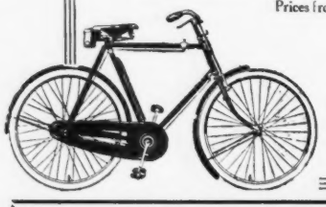
Palmers at the Aero Show.—As a souvenir of the Show, the Palmer Tyre Limited are reproducing a most interesting little booklet, entitled "A Record or Success." It has numerous water colour drawings by Mr. Geoffrey Watson, the originals of which were displayed on the Palmer Stand. It also contains much technical information on rims, hubs, bushes and wheel shields, a diagram showing aeroplane output during the war, reproductions of letters from prominent aeroplane manufacturers, War Office telegrams dealing with the speeding up of production, and many other items of an informative and interesting nature. This exceedingly interesting and historical record can be obtainable from the Palmer Co. free.

Humber

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YOUR choice can be easily made, and your requirements satisfied, from the wide range of Humber cycle models for 1920. The Humber reputation is not a thing of yesterday: it has been 52 years in the making, and accounts for the perfection of every model sent out from the Works at Coventry. The "Beeston" Humber, the "Standard," the "Popular," the "Juvenile" and the "Olympia," alone constitute a range from which ladies and gentlemen, young or old, may select a machine calculated to give long service and complete satisfaction.

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11

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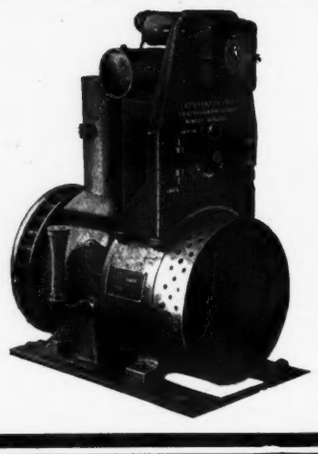
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A child can operate it. Your only running expenses are for fuel. It is so well constructed that it will run well for years. British made throughout. Aster set the fashion to the world.



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The mass-production principle of car manufacture often results in building cars *down to a price.*

Good value for money, no doubt, but *price* the predominating factor all the time.

That is why Palmer Cord Tyres are not often fitted as part of the standard equipment of a car—

THEY COST MORE!

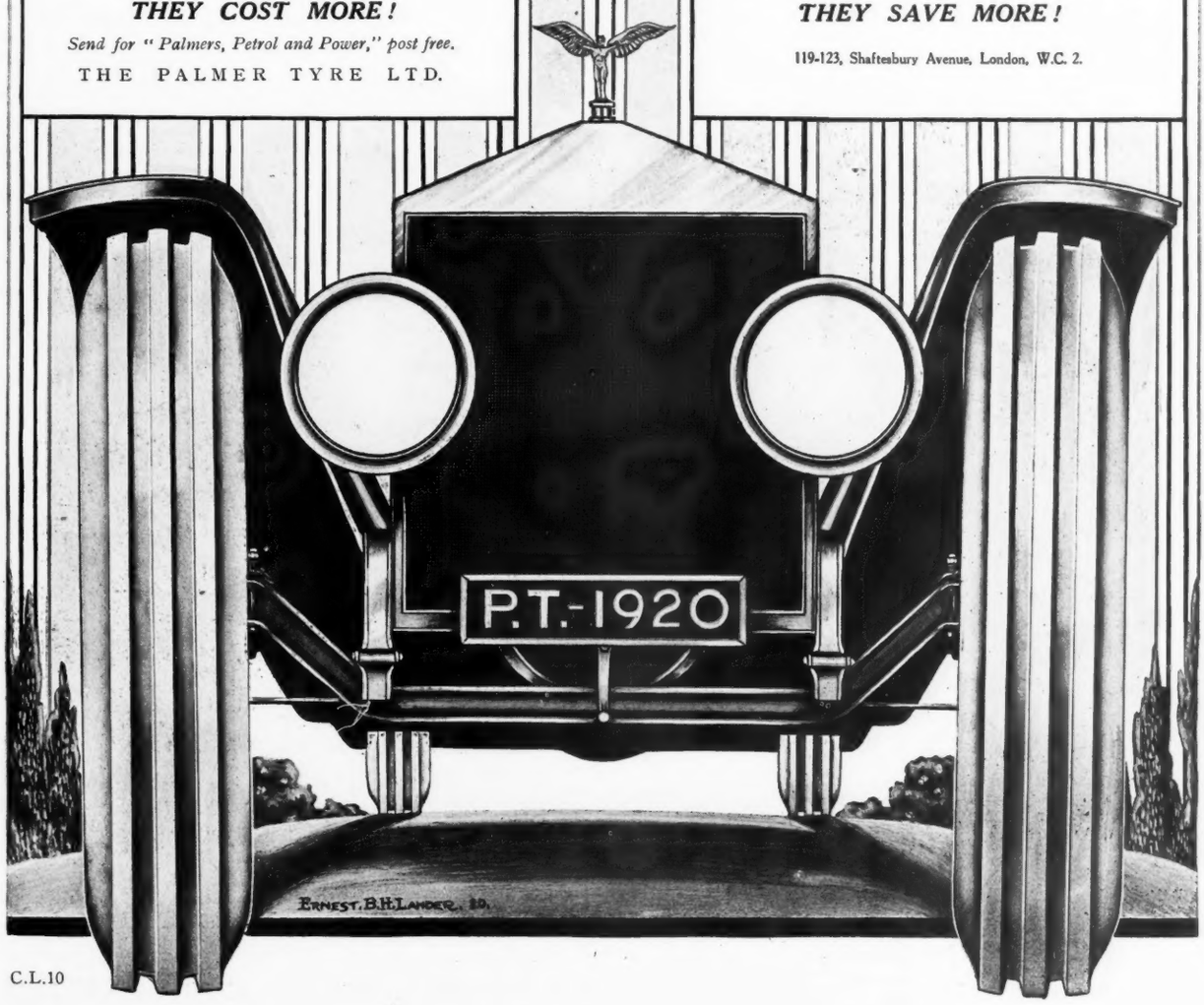
Send for "Palmers, Petrol and Power," post free.

THE PALMER TYRE LTD.

Nevertheless, it is a most significant fact that Palmer Cord Tyres are insisted upon by many buyers of first-class cars.
The Price-difference between the standard fitting and the world's best tyre is cheerfully paid.
And, as far as replacements, whereas many cars have a different tyre on all four wheels and spare, when Palmer Cord Tyres are specified *they are fitted all round.*
Motorists!—these car owners insist on Palmers because Brooklands Tests and Father Time have proved them to be the tyres that save ONE TIN OF PETROL IN EVERY TEN, the maximum-mileage tyres.

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LETTERS *from* ANOTHER SELF-MADE MERCHANT TO HIS SON

With illustrations by JOSEPH SIMPSON and ALLEN SHUFFREY.

Dear Bob,

This, I suppose, will be the last letter you will receive from me during your bachelor days, but, unlike another self-made merchant who was fond of writing letters to his son, I shall not discontinue sending you a few words of advice occasionally, even though you have found someone with sufficient confidence in you to entrust herself to your care.

First, let me tell you that both your mother and myself thoroughly like Norah, and we have no doubt whatever she will prove every bit as good a wife as she did a nurse. I hope you will show up better as a husband than you have done as our Halifax expert in insurance matters, otherwise I shall be sorry for her.

I have given Denstone instructions to alter the figures on your monthly salary cheque, not because I think you have earned an increase by reason of your business acumen and devotion to duty, but chiefly because I admire your future wife and don't wish her to be uncomfortable, so don't get a swollen head on that account—try to justify the rise.



"OAKDALE."

To give you a further start in life I am going to present you with a cheque and "Oakdale," which, in my opinion, is the most charming little house within many miles of your place of business. I need hardly mention that "Oakdale" cost me a few thousands, therefore don't overlook the fact that it ought to be suitably insured against fire. You can get this done at 1/6 per cent. by the Motor Union Co., and the contents—that is to say, the wedding presents you doubtless expect to receive, and the furniture and effects that presumably you will purchase with my cheque—at 2/- per cent.

If you take out a Burglary policy with the Motor Union at the same time you will save yourself some trouble, as you can pay the three premiums with one cheque as they become due. The Motor Union permits you to leave your house unoccupied for ninety days in any year without invalidating the policy. This is generous, but it won't affect you, as thirty days' vacation is the limit for employees in our concern while I'm at the head of affairs. Another feature of their policy is, that it covers such insured property as you may have with you at your hotel or apartments when away from home. All this for a premium of 2/- per cent.

Your affectionate Father.

THE MOTOR UNION INSURANCE CO. LTD.
10 ST. JAMES'S STREET, S.W.

MU

St. James's 9

MACHINERY ON THE FARM

WHILE doing the Show at Darlington I got into conversation with a farmer who had been using a Revolt drain excavator, a machine which I described in these columns a few weeks ago. He was not altogether satisfied with his purchase, for reasons which at first sight seemed quite plausible. After a little discussion, however, this plausibility was less apparent and eventually I was able to persuade him to give it another trial, with, I think, every prospect of success.

His first difficulty was that he had, of course, to employ manual labour to make the necessary connections between the ends of the trench dug by this machine and the ditches along the end of his fields, and he eventually found that the drainage contractors were charging as much for that small portion of the work as they would have charged to cut the whole drain. This, I think, should be taken as a warning to come to some more favourable arrangement with contractors. Apparently he was in the hands of a little ring of these drainage experts, who are not too plentiful, and they conceived the idea of charging an excessive amount for opening up the drain as being the best way of discouraging the successful adoption of this machine. His experience, however, does emphasise one point which will have been anticipated no doubt by the majority of my readers. That for the economical use of this excavator the plans for draininge should, wherever possible, be laid so that the trenches are cut the long way of the field.

Next, he complained that the bottom of the trench followed precisely the contour of the surface of the field. This, of course, is obviously due to the method of operation of the machine, which cuts to a given depth below the surface wherever it may be. This complaint, to my mind, is no complaint at all; for the finishing and proper levelling of a trench has to be done in any event. With a Revolt the process resolves itself into that of taking a few extra cuts where the bottom of the trench rises above datum. The work of levelling can, I believe, be performed more economically with the Revolt than by any other means.

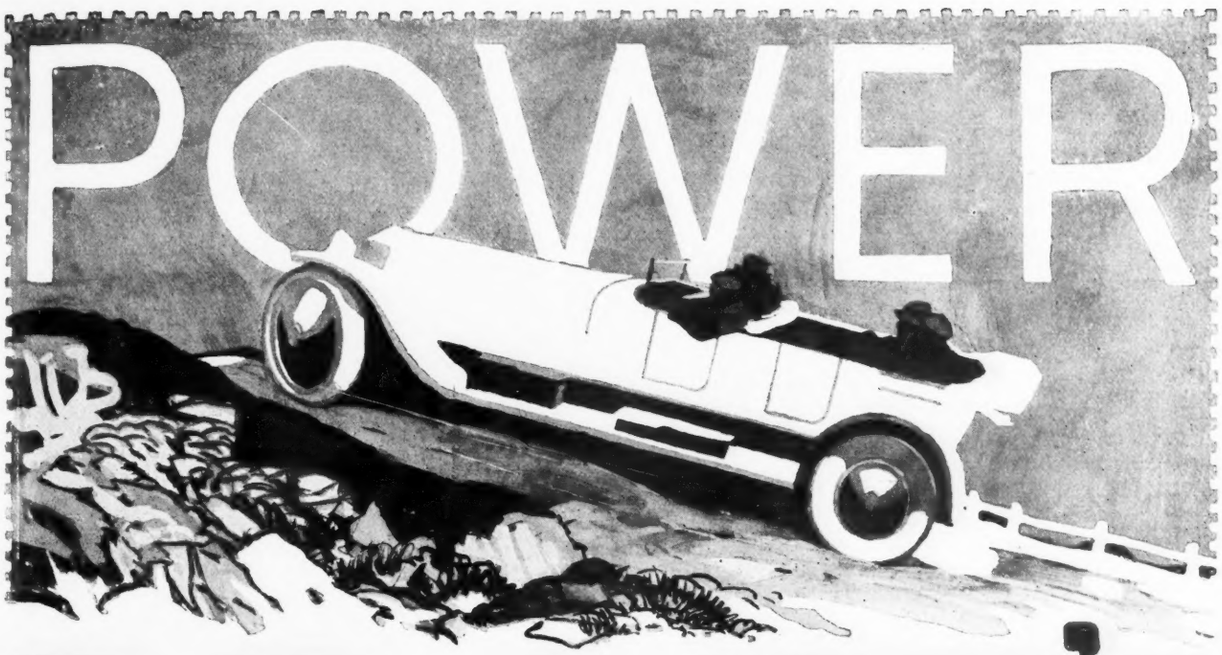
Finally, he pointed out there was considerable trampling and pressing of the soil on each side of the trench according to whether horses or tractor were used owing to the fact that the machine travels to and fro quite a number of times over the same piece of ground. I do not think that this is more than a trifling objection. Drainage has not to be carried out annually; it is only an occasional operation, and a little after-treatment of the soil about the trench would probably do good in any case.

SELF-STEERING GEAR FOR TRACTORS.

Difficulties in regard to labour on the farm crop up at every turn and in the most unexpected places. In some classes of land it is not advisable to allow the wheels of a tractor to run at the bottom of a newly ploughed furrow. The alternative is to run



THE FIAT TRACTOR WITH THE SELF-STEERING GEAR IN OPERATION RUNNING IN THE FURROW AND GUIDING THE TRACTOR.



PRATT'S PERFECTION SPIRIT

Power—the energy imprisoned in the spirit that, released by the magic of Science, gives motion to the world of wheels—that propels the car up the stiffest gradient with the same efficiency that gives fast or slow running at will. The force that is contained in Pratt's Perfection Spirit, known the world over for its dependable qualities of power, purity and economy.

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Anglo's "TAXIBUS" Spirit for heavy traction

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LIMEWASH your stockhouses and spray your crops with one of the greatest aids to the farmer—a money saving and time saving "Ubel." There is a "Ubel" Sprayer for every spraying and limewashing purpose. All machines which bear the "Ubel" trade-mark (without which none are genuine) are strong, efficient, and easy to use. Each machine is the very best of its kind, and is made by the best known manufacturers of spraying and limewashing machines and accessories in Great Britain, who will send their illustrated catalogue on request.

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"UBEL" Spraying Machines

TRADE UBEL MARK

all four wheels on the unploughed ground. If that is done, exceptional side draught results owing to the plough being out of line with the tractor. This side draught has to be corrected by the steering gear, the consequence is that there is a constant drag on that gear and tractor drivers in some parts of the country refuse to drive the machine under these conditions. It does not appear to be widely known that there are fittings available whereby a tractor may be made self-steering even though it is running on the top of the land instead of with the offside wheels in the furrow. A typical example of this self-steering gear has just been designed by the Fiat Company for use in connection with the well-known tractor of the same name. It consists of a long arm mounted on a pivot which forms part of the hub of the offside front wheel of the tractor. The arm projects in front of the machine and carries on its outer end two discs which converge at their lower edges, thus forming a wedge-shaped block. . The arm is so constructed and attached that in



THE FIAT STEERING ARM LIFTED AS FOR TURNING AT THE HEADLANDS.

a horizontal direction it is rigid ; it will move neither to right nor to left unless it takes the front wheels of the tractor with it. Vertically, however, it is left to the control of the driver, who may haul it up or let it down by pulling on a chain.

When it is in the lower position the wedge-shaped piece formed by the two converging discs runs in the furrow and so constrains the front wheels of the tractor that it runs parellel to that furrow without any effort on the part of the driver. After the first furrows have been cut, therefore, all the others may be laid parallel to them automatically. At the end of each set of furrows the driver merely lifts the self-steerer by hauling on a chain, when the control of the steering of the machine passes entirely into his hands.

If the guide were left in the ordinary raised position while the tractor was on the highway, it would be objectionable for two reasons. It would project rather far in front of the machine, and be in the way, and it would also be liable to break, or at least to wear out its bearings and connections, owing to the combined effect of the overhang and the vibration. Provision is therefore made for it to be lifted into the vertical position, which puts it right out of harm's way.

"THE OLIVER PLOUGH BOOK."

I do not think I have for a long time read a book in which I have been so interested as this. Its title, I find, is entirely misleading, inasmuch as the book is in no sense of the words, "plough makers' publicity matter." A better title would be "On Ploughing." The author remains anonymous, and besides being master of his subject, possesses to an admirable degree the capacity for discovering much that is instructive in matter which is pleasing as well as interesting to the reader.

He begins by discussing the functions of the plant organs, passes naturally to the influence of water on the growth of that plant and, insensibly almost, to a simple lesson on capillarity, its importance, and the extent to which it is possessed by different classes of soil. Another important item in plant food is, of course, air, and this is treated in another chapter wherein the close connection which exists between the amount of moisture in the soil and the amount of air which it can hold is shown.

Temperature, which we all know has a tremendous influence on the germination of seed, is directly dependent on the moisture and air content of the soil, and, realising this, the author brings us naturally to an understanding of the treatment to which different soils must be subjected in order that they may be brought to the most suitable temperature at the proper time.

The basis of all mechanical soil treatment is, of course, the operation of ploughing, which is the main subject of the book. It is considered entirely as a method of obtaining the results which are shown in previous chapters to be desirable. The chapter on deep ploughing is one to which I would earnestly direct the attention of all those who desire to increase the fertility of their arable fields. Subsequently, and after giving some useful advice on how and when to plough in order to achieve certain special objects, such as the killing of insects or weeds, the author turns to the mechanical part of the subject and deals with various types of plough bottoms. He takes as examples wherewith to illustrate his text various types of Oliver ploughs. The book may be acquired from the New Trafford Engineering Company, 65, Conduit Street, W., at the price of 3s. 6d. post free.

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OF ALL TYPES AND SIZES

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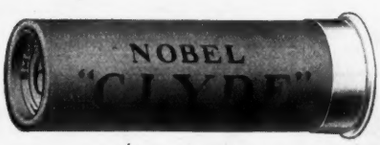


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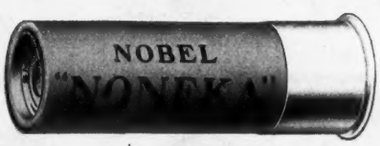


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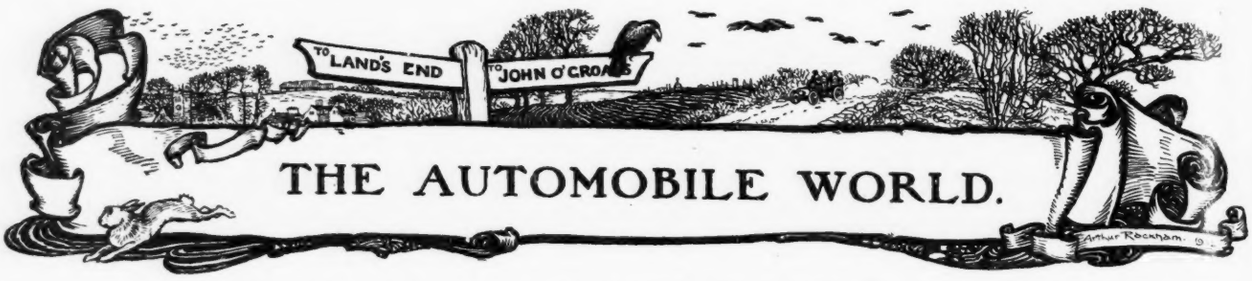
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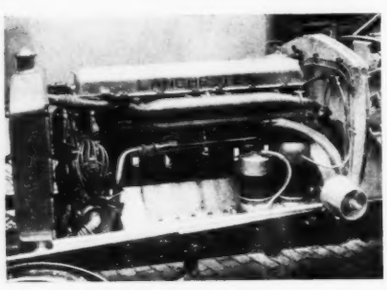
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THE 40 H.P. LANCHESTER CHASSIS

A VERY short inspection of the new Lanchester chassis will convince the veriest of novices or the most accomplished of experts that he has before him an engineering production of more than ordinary interest and merit, and the longer the inspection the deeper will the impression become implanted. While there is nothing in the Lanchester chassis that marks any wonderful departure from standard practice, it is from stem to stern an individualistic job. Every detail is essentially a Lanchester detail, and the *tout ensemble* is a characteristic car chassis of the very highest class from whatever standard it be judged. The chassis alone earns for the Lanchester a premier place among the world's premier cars and this impression is confirmed by a test of the car on the road—which, however, is another story that we hope to tell at a fairly early date.

The main particulars of the chassis will be familiar to our readers, as it was, of course, dealt with in our Olympia Show report; but it is impossible to do justice to a production so much above the ordinary run in the short space available on such an occasion as a special motor car show issue. Dealing with the engine first, this is a six-cylinder with a bore and stroke of 4ins. by 5ins. (101.6mm. by 127mm.), giving an R.A.C. rating of 38.4 h.p. and a nominal rating of 40 h.p. Both of these may be regarded as almost humorous figures, for from 1,800 to 2,200 r.p.m. the brake output of the engine is no less than 87 h.p., a figure that may sound not so astounding and impressive as it would have been a few years ago and which has now become almost an everyday experience as a result of the wonderful aero engine achievement that the leading motor car firms have to their credit, but it nevertheless

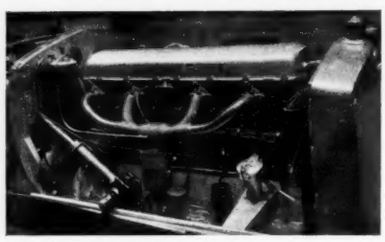


THE EXHAUST SIDE OF THE LANCHESTER ENGINE.

This photograph shows the position of magneto, water pump, electric dynamo and starting motor, and the spare wheel carrier. Immediately between the cover of the valve gear and the top of the radiator may be seen the distributor for the coil ignition, while just above the magneto the neat guides for the high tension wires are also notable.

is something little short of remarkable when combined with the docility and silence of the Lanchester engine at work. Anticipating in a measure our description of the car on the road, we may say that the engine has a remarkable flexibility and that its power output curve is surprisingly well maintained over the whole range.

A feature of the whole Lanchester car is the way in which it is constructed on what may be described as the detail assembly principle. The various components are assembled to form a complete unit before being mounted into the parts of the chassis that they are designed to fit, and this principle may by a stretch



THE CARBURETTOR SIDE OF THE LANCHESTER ENGINE.

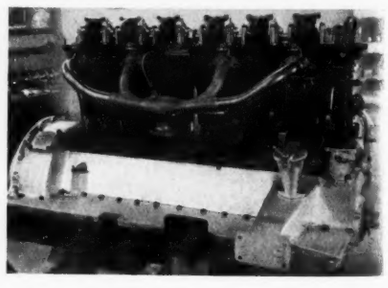
The water jacketing of the induction pipe, the vacuum petrol feed tank, the oil filler and the ignition coil between this and the carburettor are notable features.

of imagination be said to apply even to such an important matter of design as the casting of the cylinders in two blocks of three each. Each cylinder block is complete in itself with its valve gear and valves. Detachable heads are not used, but to facilitate the removal of either block without disturbance of the other the overhead cam-shaft is divided immediately above the point of division of the two cylinder blocks, and should it be necessary to dismantle either block entirely the cam-shaft may be separated into two halves and the remaining cylinder block left intact with its valves and their operating gear. With the increasing use of overhead valves a detachable cylinder head has become far commoner than it used to be because it makes for the grinding in of the valves without complete dismantling of the cylinders, but although the Lanchester engine has not detachable heads the valves may be dismantled or ground in with the cylinder block in position on the engine. The combustion head is symmetrical in shape and the valves are set one on either side of it and are inclined to the vertical axis of the cylinders, thus still further accentuating the symmetry of the head. Between the valve stems with their springs pointing outwards along the top of the cylinder block lies the cam-shaft. The inlet valve is contained complete with its spring and seating in a cage that may be removed complete from the cylinder, and when this has been done the exhaust valve may be dropped into the cylinder by removal of its spring in the ordinary way and then lifted out through the large recess for the inlet valve and the induction port.

The valves alone of the Lanchester engine could easily be made the subject of a very considerable article, but we will be content with saying that externally they offer what is practically a perfect stream-line form and that internally their heads are recessed, so that they are in effect hollow cones in construction, this design being adopted because it allows the valves to accommodate themselves to slight distortions of the seating should any take place through the action of heat, which we must hasten to add is highly improbable in view of the generous cooling arrangements provided for the exhaust valves in particular. The valves are operated from the overhead seven-bearing cam-shaft by means of rocker arms in which no means of adjustment are provided, this being incorporated at the base or rather at the top of the valve stems themselves, the method of adjustment also incorporating the cup for retaining the valve spring, an arrangement that, combined with the hollow stems of the valves, makes for a considerable weight reduction. Anticipating somewhat our description of the lubrication of the engine as a whole, we may say that the cam-shaft not only is hollow with its cams lubricated under pressure, but the bearings for the rocker arms are similarly looked after.

Die-cast aluminium pistons with four rings are employed, and the gudgeon pins are floating in these as well as in the small ends of the connecting rods, the lubrication of this important component being under pressure as is the case with the rest of the engine, the lubricating oil being conveyed to the little ends by pipes mounted at the sides of the connecting rods and taking their supply from the big end bearings. The gudgeon pins are held in position in the aluminium pistons by a conical split circlet which is pressed into position but may be easily removed when necessary by means of a screwdriver, the actual bearing between the piston and gudgeon pin being a phosphor bronze bush.

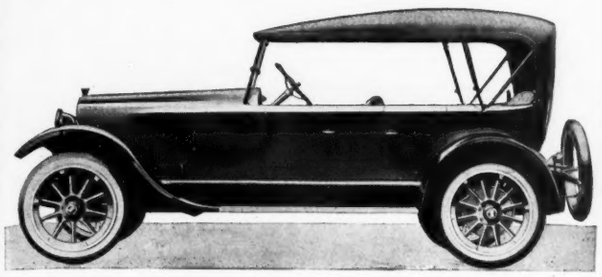
The crank-shaft, as indeed is the case with the connecting rods, is machined all over and has seven bearings, while for lubrication purposes it is hollow, and oil is supplied under pressure to its main bearings and to the big ends. Lubrication is effected by a skew gear pump contained in the sump and delivering oil at a normal pressure at no less than 40lb. to the square



THE LANCHESTER ENGINE WITH THE VALVE COVER REMOVED.

This view shows the driving pulley for the fan belt, and also the indicator for the oil level just forward of the fly wheel casing.

inch. Running the whole length of the crank case immediately above the sump proper is a pressed steel tray carrying six gauzes which may be removed wholly from the forward end of the engine for purposes of inspection and cleaning when necessary. It is no more than a three-minute job to withdraw this tray, clean



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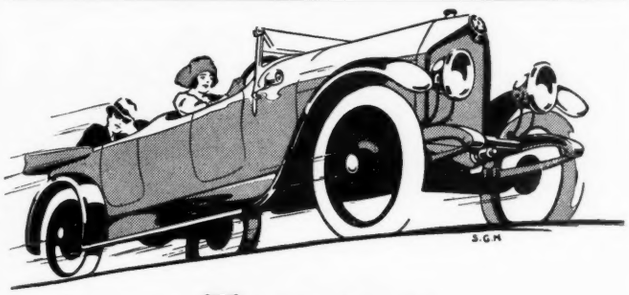
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The need for this was emphasised on the Doncaster--Wetherby Road, the surface of which was appalling. During the 800 mile journey I only had to add one quart of oil to the engine, which speaks volumes for its efficiency.

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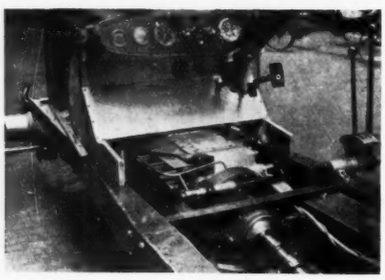
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its gauzes and replace it. The oil filler is placed on the off side forward bearer arm of the crank case and an indicator is carried at the rear end, while there is of course the usual pressure gauge indicator among the instruments on the dashboard.

At the forward end of the crank-shaft is a skew gear which drives a vertical shaft providing also the drive for the overhead cam-shaft, as may be seen in the illustration of the engine with the valve cover removed. Mounted on this vertical shaft is a bevel pinion which provides the magneto drive through a horizontal shaft, while just below this pinion is the gear wheel for driving the water pump shaft, also horizontal.

Engine cooling, as will have been gathered, is by pump through a radiator, of which the design is in adequate keeping with that of the car as a whole. The shape of the radiator is rather interesting, in that its sides are actually tapered to carry on the tapering lines of the bonnet. In the front of the radiator is mounted a glass inspection cover so that one may see immediately the height of the water, and the radiator itself is mounted on special trunnion bearings insulating it from chassis shocks.

As may be seen from one of our illustrations, the cover for the vertical shaft driving the cam-shaft also carries the guides for the ignition wiring, ignition

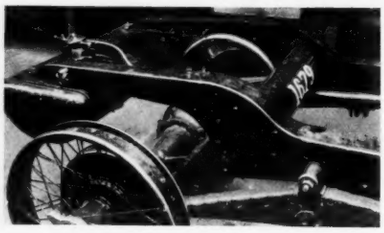


THE GEAR BOX LAY-OUT AND THE INSTRUMENT BOARD OF THE NEW LANCHESTER.

The photograph also shows the position of the electric batteries, the key for locking the gear lever, the forward mounting of the torque tube, the ribbed foot brake and the speedometer drive from the gear box. Immediately on the left of the instrument board may be seen the mounting of one of the ventilators, while at the extreme left projecting from the side member of the chassis is the spare wheel carrier.

of the engine being on the dual system from high-tension magneto and also from a Remy accumulator and coil system to two plugs in each cylinder, these being disposed horizontally. The coil is mounted on the off side of the crank case between the oil filler and carburettor, and the distributor is carried on a forward extension of the cam-shaft immediately above the cooling fan, which is belt-driven from the crank-shaft. The cooling of the Lanchester engine has already been described, but one may refer back to it in describing the stream-line exhaust pipe mounted on the near side of the cylinder block. The photograph illustrating this also shows that the water jackets of the cylinders cover only that portion actually swept by the piston, the portion of the cylinders containing the pistons at the base of their stroke being unenclosed. To ensure the maximum of comfort for the occupants ventilators are provided to give a continuous draught of cool air between the false and true dashboards. These ventilators, which are of the ships' type, do not pass air to the front compartment, but ensure that between the engine and the front passengers' compartment there is always a space of cool and fresh air which passes away under the floor boards and takes with it any possible smell or heat emanating from the engine.

Carburation is by a Smith four-jet carburettor to which fuel is fed by the Autovac system from a large tank suspended from the rear dumb irons of the chassis. The induction pipe is of the four-branch type, and great care has been expended on its design to ensure the most even possible distribution of the charge to the cylinders. It goes almost without



DETAILS OF THE LANCHESTER BACK AXLE.

The substantial torsional cross member and the mounting of the petrol tank are the most notable points in this illustration.

saying that the induction pipe is amply water-jacketed where necessary.

While the Lanchester engine has the normal electric equipment of dynamo and starting motor, a departure is made in the detail mounting of these components. Both are disposed vertically on the near side of the engine and both have their drive through an entirely independent lay shaft mounted parallel to the crank-shaft and enclosed entirely in the crank case at its rear end. This lay shaft is connected with the crank-shaft by a pair of ordinary spur pinions and obviously is turning whenever the engine is at work. Running in oil as it is and entirely protected from injurious influences, the Lanchester dynamo and starting drive should be particularly immune from trouble, although it is a fact that they are somewhat inclined to militate against maximum silence in the running of the engine. The batteries are carried on the off side member of the chassis in a pressed steel box into which are cut large holes for the reduction of weight.

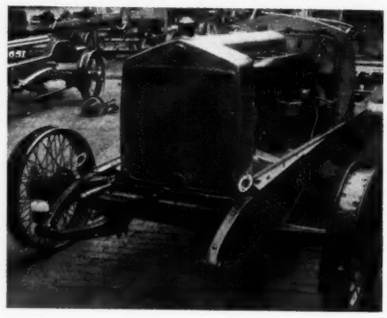
The engine, clutch and gear-box of the new Lanchester form a single unit, this of course not being a departure from previous Lanchester practice, but nevertheless some innovations are made in this portion of the chassis. Firstly, the clutch is now of the single steel disc type, this disc engaging with two Ferodo-faced discs carried in the engine flywheel. Epicyclic gears are of course retained, although the whole gear-box has undergone revision, having the effect of a reduction of weight. As an instance of the care and refinement embodied in the Lanchester as a whole it may be mentioned that the gear-box has its entirely separate lubrication system, this being by means of a pump for which there is a separate indicator on the instrument board. Incorporated in the gear-box



THE LANCHESTER BACK AXLE AND TORQUE TUBE CONSTRUCTION SEEN FROM THE FRONT.

also is the drive for the speedometer, the cable of which may be seen at the bottom left-hand corner of the gear-box cover plate. The operation of Lanchester gears is of course the same for all practical purposes as that of any other gear-box, and there is at the right of the driver a lever working through the ordinary type of gate giving three speeds and reverse, a useful detail feature now being fitted to the gate in the form of a key which may be employed to lock the gears in the neutral position, the obvious intention being to render more difficult the nefarious work of the car thief. We tried to convince Mr. George Lanchester that his excellent idea would have been even more effective had the gear been locked in the reverse position instead of in neutral, but his arguments against this practice were certainly convincing and emphatic.

The whole engine and gear-box unit is four-point suspended in the main frame, the forward suspension being by means of two bearer arms on either side of the engine crank case and the rear suspension by two further arms on either side of the rear face of the gear-box and extending rearwards to an ultra-substantial cross member of the chassis. Mounted in this cross member is a ball joint 8ins. in diameter consisting of a spherical steel stamping in a phosphor bronze housing and accommodating the forward end of the torque tube and a ball-bearing star pattern universal joint. Enclosed in the torque tube, which is further strengthened by a pair of diagonal stays from the extremities of the rear axle and having their anchorage at its forward extremity, the propeller-shaft takes the drive to the famous underslung worm-driven Lanchester rear axle, which, however, in new



FRONT VIEW OF THE NEW LANCHESTER.

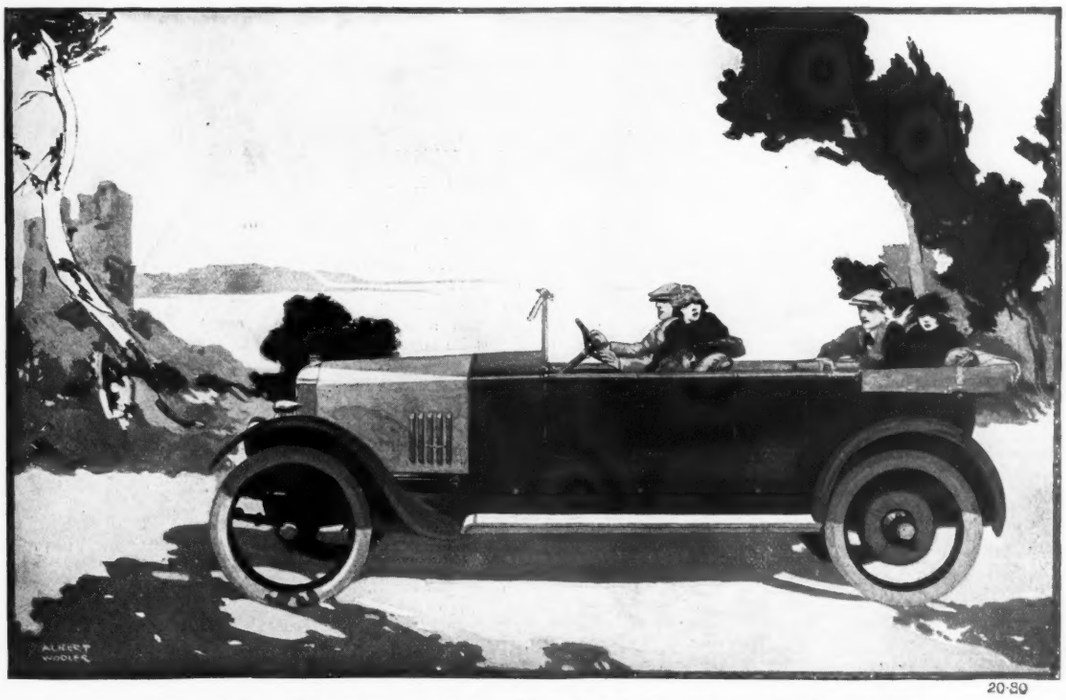
Showing the underslung front springs, the clip for the starting handle and the substantial brackets for the front lamps as well as the window for ascertaining the level of the water in the radiator.

models has undergone a considerable modification in design. It is now of the full floating type and the axle shafts take none of the load of the car, the total weight being considerably reduced by the adoption of this construction. An accessible oil filler of adequate size is provided for the lubrication of the back axle and differential gear, which is of the ordinary bevel pinion type.

Before leaving the rear axle and turning to the suspension and brake arrangements, one may refer to the remarkably substantial construction of the chassis members. These are of quite unique depth, and forward of the gear-box they consist of double channel steel members, with the result that in cross section they present the appearance of a box. Rear of the gear-box they are of the ordinary channel steel construction except as regards their unusual depth, which is best exemplified at the point where they take their upsweep and embrace a tubular cross member for taking torsional stresses. This member may be easily distinguished in our photograph of the back axle details because it carries the chassis number.

The brakes are all of the internal expanding type, that behind the gear-box being operated by foot and those in the rear wheel drums by hand in the ordinary way. Suspension is by semi-elliptic springs in front and long cantilevers in the rear,

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"The silky efficiency of the Vauxhall brakes reminds one very much of the iron hand in the velvet glove; and having brought the speed down to 5 miles an hour, one may, if one so desires, simply step on the accelerator and almost before one is aware of it the speed is back in the region of 60 m.p.h. I tried this several times, because at first I could hardly believe it, but nevertheless it is true."

From a criticism of the 25 h.p. Vauxhall by Mr. W. H. Berry, published in "The Car"

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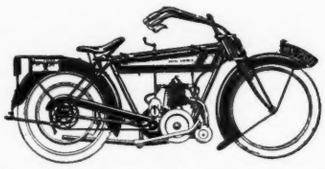
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both being underslung under their respective axles. This is not the place to speak of the efficiency of the Lanchester suspension system, with which we shall deal when referring to the behaviour of the car on the road. We may, however, point out at the moment that it is quite remarkable both as regards its range of flexibility and the manner in which it enables the car to hold the road. The mounting of the leaves of the rear springs both in their forward attachment to the chassis and their rear attachment to the axle is an interesting departure. There is a cylindrical housing containing four rollers, between which the ends of the spring leaves are free to slide, the rollers themselves being capable of a rotary motion, and the rollers are contained in a circular pressed bush having a slot in its face through which the springs may enter. The suspension arrangements are completed by Rudge-Whitworth wire wheels for 895mm. by 135mm. tyres.

THE STEERING GEAR.

The steering gear is of the split worm and nut type, the base of the column carrying two worms which engage with one of a pair of cylindrical sleeves internally threaded for half its diameter. Each sleeve is independent, and according to the way in which the steering wheel is turned one sleeve or the other is made to slide upwards or downwards. Extensions of the sleeves abut against rollers carried on the ends of a rocker passing to a shaft which carries the steering arm. The steering column itself is adjustable for rake by the simplest possible means, and an owner after taking delivery of a Lanchester car complete with any type of body may rapidly adjust the steering column to suit his own convenience.

Unlike most high-class cars, the Lanchester bodies are made in the Lanchester factory, a practice that has everything in its favour, for it undoubtedly makes for the most efficient combination of two vital components in the production of a perfect car. The body manufacturer may retort with a certain amount of justice that as a specialist in bodywork he knows just what will and what will not suit a particular chassis, but there is no doubt that when one manufacturer is responsible for chassis and body the purchaser is likely to obtain a more homogeneous and better blended combination together with a better maintenance of the correct power to weight ratio than is otherwise likely to be the case. Of Lanchester body features, however, we will postpone the treatment until a later date.

COMPETITION IN CARS

HOW LABOUR HELPS IMPORTS.

BRITISH motor manufacturers are wondering whether all the sacrifices they made in the past five years are to be as naught to the British public they serve. In trade circles they realise the desire of the "man in the street" to obtain the motor carriages he requires as quickly as he can and at a reasonable cost, but they fear that he does not realise where the excessive importation of foreign vehicles will eventually place him. Trade matters, as a rule, are best solved by the industry concerned; but, as this is a matter that concerns the public which uses and buys the goods, it may be of interest to review the situation as it exists at the moment. Practically the motor car makers have only just brought back their factories into their pre-war state of production of the class of work they were originally designed for. In other words, they have at last discarded the plant they had to install for making war material and replaced it with their peace product making machinery. This machinery is working as hard as the manufacturers can persuade labour to handle it under the present restrictions of a forty-four hour week and no overtime. It is producing quite a large number of motor vehicles per month, which total is steadily increasing; but, though the numbers are considerable, they do not as yet suffice to meet all the orders British manufacturers have received from their customers at home and abroad. But in the time that must elapse before the makers catch up with their accumulated demands their business is threatened with such severe competition that, if not dealt with, may seriously affect the nation.

We are all agreed that key industries must be conserved for national safety, and as motor transport is a modern vital necessity, the motor industry naturally falls into that category. France and Italy are fully determined to preserve theirs, and so have completely closed their markets to foreign invasion by prohibiting motor car imports. On the other hand, these countries are encouraging their motor making factories to export as much as they can to other countries in order to improve the exchange value of the franc and the lira, while at the same time allowing the industry to have undisputed control of their home market. This allows these French and Italian factories to better tide over such difficulties as may exist in getting into full production of output. America has placed a duty of 45 per cent. *ad valorem* on imported cars to her shores, which so far has completely protected her motor factories from outside attack; but, finding that a portion of the Continent is barred to her (as well as to

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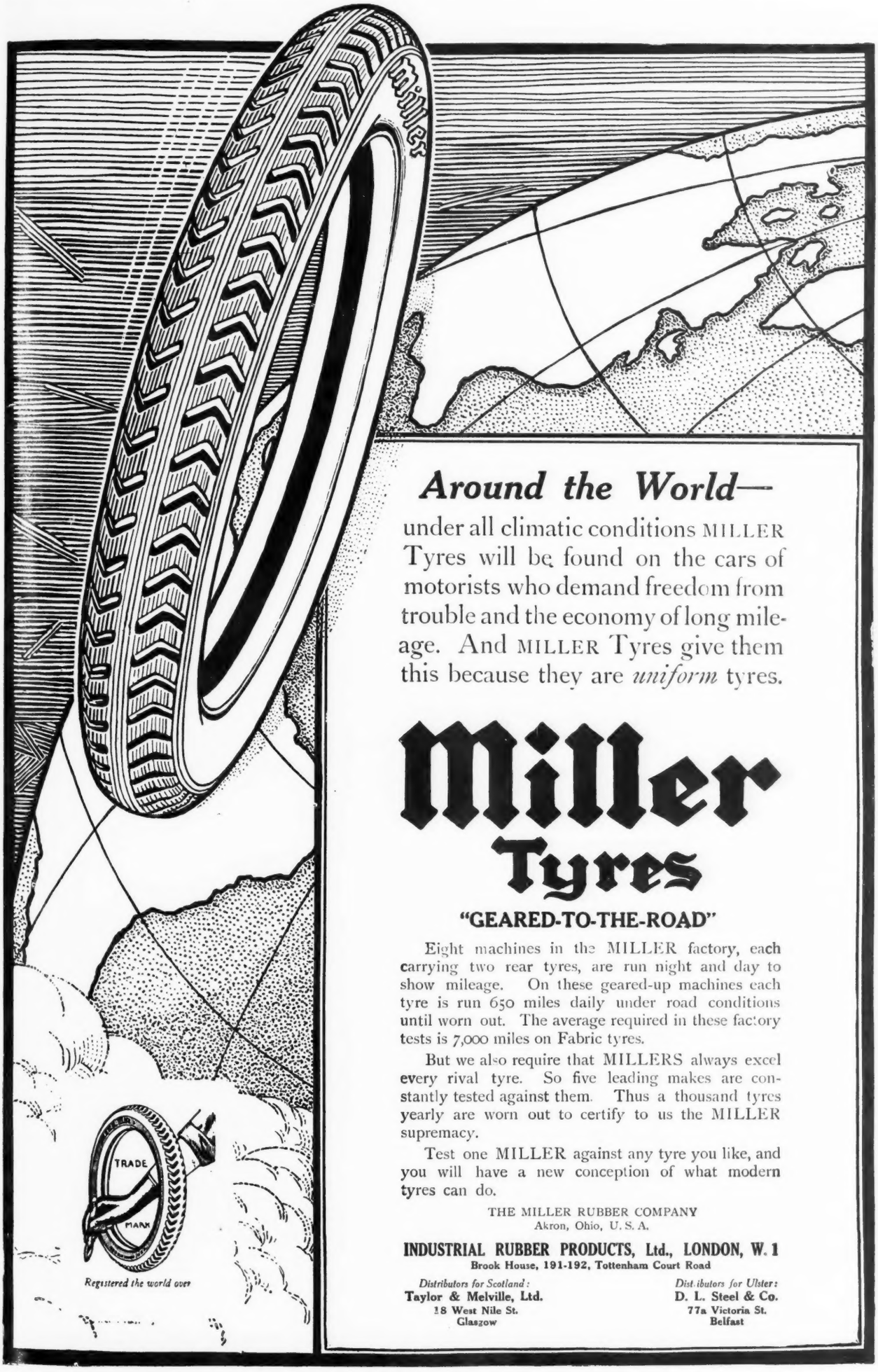
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other motor making countries), the leaders of the industry are concentrating their efforts to capture British markets with their overplus of motor productions.

The result is that British motor manufacturers are being assailed from both sides, east and west, with but a limited protection in the 33⅓ per cent. duty imposed upon motor carriages imported into Great Britain, and with no defence at all, if we may for the moment discard good workmanship and material, in regard to the business and commercial motor vehicle, as these can be brought into the country free from any such impost. It has been said that the high value of the dollar is sufficient guarantee against excessive importation, but the American motor manufacturer has swept that aside in one instance in our knowledge by agreeing to accept payment for his goods at the normal pre-war standard rate of exchange, allowing the purchaser to pay the balance at any date at his own option within twelve months from the date of purchase should the dollar still remain higher than normal.

Undue competition in time usually ends by putting out of business the party less favourably situated, and though we do not think for one moment that the British motor manufacturer will not be able successfully to resist the forces against him, he certainly will need all the help he can get from the public. Recently the Fuel Research Board has told us that home-produced fuel is practically impossible, consequently the nation will be compelled to pay the price demanded for the imported article or go without. It would be a calamity if we were so placed that the importer could dictate similarly to us in regard to motor vehicles after so many preparations have been made and after so much capital has been sunk in extending the output of motor making factories in this country. Consequently the British manufacturer is asking the British public to buy his products, even if he has to keep them waiting somewhat longer than they like in order that he may at least retain the home market.

Naturally there are remedies to mitigate the present situation, one of which is to follow the line already taken by France and Italy and shut the door against any competition. For our own part, we suggest that this appears too drastic a step to take, though the present import duty might be raised and applied to all forms of motor vehicles and their parts. What appears to us to be a better solution is to place the difficulties of the matter before the Trade Unions concerned and point out to them where their restriction of output is leading them to. The markets of the world are always open to British goods, even if they cost a little more, on account of the high reputation of their design, material and workmanship. As has so often been rightly said, "British goods always come up to sample," and this applies equally to British motor vehicles, whether for passengers or goods. The war has brought some blessings with all its ills, and to-day we can boldly assert that English motor factories are better equipped with the latest and best labour-saving machinery for producing better goods than they ever were, if labour itself will only play its part in utilising them to their utmost capacity. Though no one recommends an excessive use of overtime, yet this is the factory safety valve to overcome any hitch in balancing the various processes, should any shortage of material or breakdown occur in a portion of the work, and Trade Unions, in place of barring it, should recognise its true value in overcoming any of these difficulties by readily using it to keep up the steady output required. General increase in production in British factories will bring, not only continuity of employment for the workpeople — the most desirable of all attainments—but permit of less costly manufacture. This is to the general advantage of the public as well as to the industry itself, as it permits the manufacturer to challenge his competitors in those export markets, and so improves the economic situation of the country.

THE HIGHEST POWERED AERO ENGINE.

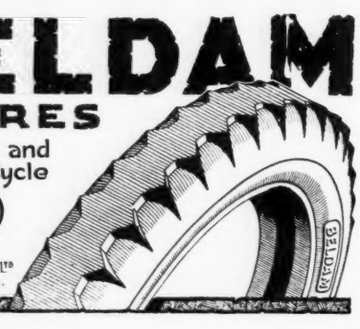
IN our report of the Aero Show we referred to the fact that there were to be seen in the Sunbeam exhibit the Sikh engine in two forms, one a six cylinder of 400-450 h.p. and the other a twelve cylinder of double the power rating, 800-900 h.p. It was also stated that the highest powered aero engine in the Show was one of another make, rated at 600 h.p., this statement obviously being a slip of the pen and an inaccuracy. The Sunbeam twelve cylinder Sikh was, of course, the highest powered engine in the Show.

BRITISH INTERNATIONAL MOTOR BOAT TROPHY.

THE International Motor Boat Race for the above trophy will take place on August 10th, 11th and 12th, in Osborne Bay. The American competitors have already arrived and two entirely new boats are being built by S. E. Saunders, Limited, the well known builders of racing boats, in their yard at East Cowes. Judging by the specification of the boats, some extraordinary speeds should be put up, and the fine performance of Maple Leaf VI, which was also made by S. E. Saunders, Limited, should be quite eclipsed.

Both boats are built entirely on the Saunders patent Consuta system. The length of both is 39ft., and both have two propeller shafts, one being equipped with four Sunbeam engines of 450 h.p. each, and the other with two Rolls Royce engines of 550 h.p. each. The power to weight ratio of the first of these boats is little short of terrific, and both should easily succeed in capturing several world's records.

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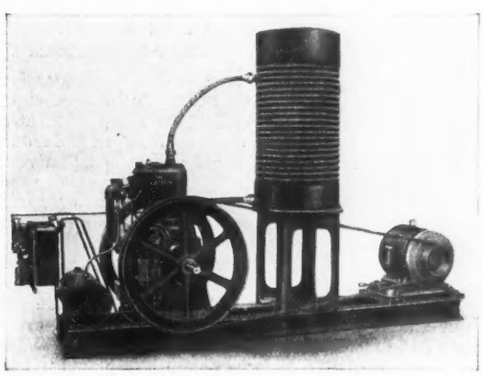
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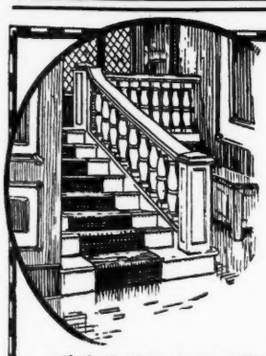
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ABOUT BRITISH TRACTORS

VI.—THE PETERBRO.

WHILE I firmly believe it is the duty of the engineer to listen to anything the farmer has to say about tractor requirements, I am nevertheless equally certain that in a good many matters the farmer should give ear to what the engineer has to say. I am sure that I shall have in agreement with me the majority of engineers when I state my own conviction that, the relative prices of paraffin and petrol being what they are at the moment, the economies effected by the use of the former are always doubtful, generally non-existent, and not infrequently entirely negative. I am referring chiefly to the use of paraffin in connection with engines which are obviously designed to consume petrol.

In the first place it cannot be denied that the power available when paraffin is used is anything from 10 per cent. to 20 per cent. less than is the case when petrol is the fuel. In most engines the use of paraffin involves the frequent removal from the crank case of all engine oil and its consequent renewal. As engine oil of good class costs at the present time, I believe, in the neighbourhood of 7s. 6d. per gallon, it will be appreciated that there is considerable room for leakage of the alleged economy here.



FALLOW PLOUGHING: WORK WHICH IS PARTICULARLY HARD ON HORSES BUT EASY FOR TRACTORS.

Paraffin is also the cause of a good many troubles in the field. Many of these troubles occur in connection with the ignition. There are few sparking plugs which will stand up to paraffin used in the ordinary petrol engine for any length of time without giving trouble. Of course, all four plugs are not likely to go at once. Trouble starts by misfiring in one cylinder. The driver, more or less ignorant of the mechanism of his machine, and in consequence, therefore, unwilling to commence investigations so long as his machine will pull at all, continues to travel with only three cylinders firing, the result being trouble in an aggravated form. Not only is the mechanism of the tractor strained owing to the unequal firing of the engine, but the paraffin which is still being drawn into the cylinder not working, condenses and leaks past the piston down into the crank case, there diluting the lubricating oil and starting a train of trouble in another department. There is one particular make of tractor in which misfiring of the one cylinder has a deleterious effect on the ignition apparatus itself.

None of these strictures apply to engines which are specially designed to use paraffin, and therefore, in view of the farmer's present leaning towards lower priced fuel, I welcomed the appearance at the Cardiff Show of the Blackstone tractor engine which is specially designed to run on paraffin and no other fuel. I had, as I believe I mentioned at the time, some misgivings owing to the somewhat complicated appearance of that power unit, and was pleased to observe at Darlington this year that it had been considerably improved in that respect.

This year the Royal Show at Darlington produced yet another example of the application of the inventive genius of the engineer to the farm tractor, the result being the Peterbro tractor, made by Peter Brotherhood, Limited, Peterborough. The notable feature of this tractor is its engine, which has been specially designed to consume paraffin, the inventor being Mr. Ricardo, to whose genius, as may not be generally known, we are indebted for some of the most ingenious and effective engines which were fitted to the Tanks. It is what is known as a trunk-piston-type engine. The piston, instead of being a plain cylindrical part taking a bearing in the cylinder only, is, in the Ricardo engine, extended downwards, and has a second portion at the lower end somewhat larger in diameter than the piston itself. This portion slides in a special form of guide properly secured to the cylinder, and the arrangement has the effect not only of improving the wearing qualities of both the piston and cylinder, but also, on account of its special design, effectively prevents the leakage of paraffin into the crank case. At the bottom end of the cylinder wall proper, and dividing the cylinder from its guide, is a lip, and paraffin which would in the ordinary way leak down to the crank case is caught by this lip and directed from the cylinder wall into a deep chamber or reservoir, where it is permitted slowly to accumulate until such time as the driver, by removal of the small cover or by opening of a tap, removes it. In the event of his omitting to take this step there is still no risk of paraffin accumulating to such an extent that it would flow back into the cylinder. There is an outlet from this reservoir actually connected with the inlet air pipe to the carburettor which draws air from this same chamber.

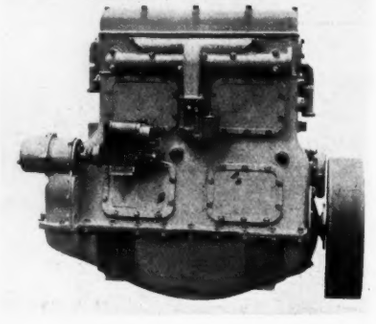
The provision for the successful and effective use of paraffin is the principal feature of the engine; it has, however, several others worthy of note. The lubrication through the crank-shaft bearings thrusts the connecting rods at end deep into troughs of oil, all the surplus lubrication being collected in a special deep sump, a sieve intervening between it and the main body of that case. It is necessary to use petrol for starting purposes



THE PETERBRO TRACTOR.

only until the engine is warm enough to vaporise paraffin fuel. Easy starting is provided for by the fitting of what is known as the impulse starter to the magneto. This is really a little spring catch devised to work only when the magneto is revolving at slow speeds, as when the engine is being turned by hand. It holds back the spindle of the magneto for a time while the engine is being turned, and then, at the precise moment when the spark is required, the catch is automatically released, just as the pressure of a trigger releases the bolt of a rifle; the consequence is that the spindle and armature of the magneto revolve temporarily at high speed, thus producing a good spark.

For the rest, the tractor is a four-wheeled machine, substantially built, well made, of medium weight and considerable power. The cylinders of the engine are $4\frac{7}{4}$in. bore by $5\frac{1}{2}$in. stroke, and it develops 30 h.p. to 35 h.p. at 900 revolutions per minute. The usual motor car type of gear-box provides two speeds and reverse. There is a final drive, by means of totally enclosed gears. A belt pulley is provided, which can only be put in gear when the tractor drive is disengaged, but which is conveniently controlled through the engine clutch. The rear wheels are 4ft. 6ins. in diameter and 10ins. wide. They are prepared for the acceptance of various types of spuds or rubber pads. The front wheels are 3ft. in diameter and 6ins. wide. They are spaced so that the rear wheels run in the same track, so that the tractor may if desired run with two wheels in the furrow. The steering gear is of the motor



SIDE VIEW OF THE ENGINE OF THE PETERBRO TRACTOR.

car type. The weight of the machine in full working order is 4,800lb., and its price is, I understand, £575. It is entered for this year's trials and should make a very good showing indeed. CULTOR.

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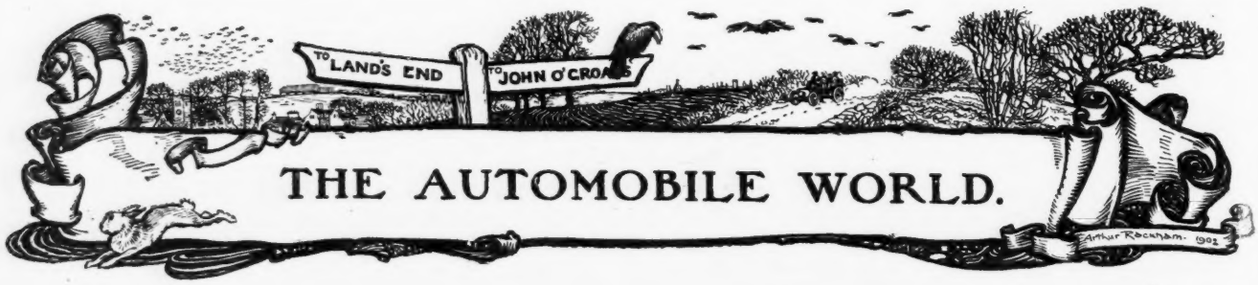
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A FIVE HUNDRED MILE TEST OF THE VAUXHALL KINGTON

THERE are several ways of testing a car, for each of which there is something to be said. One may take it on to Brooklands Track, where in a few moments one may form definite impressions as to its speed capacity and also what it can do in the way of hill climbing on the test hill. One may take it for a fifty or sixty mile road spin, which will give the opportunity of deciding whether its springing is what it ought to be, whether the engine flexibility deserves commendation or not, and whether the body comfort and the control of the car are all that can be desired. One may take the car through London traffic to form an opinion of its handiness, one may take it over by-lanes and over rugged surfaces to decide whether it is a car that can be recommended for use under severe conditions. Above all, one may take the car out on a fine day or under very bad weather conditions. Each has its special attractiveness from the tester's point of view, in that fine weather will enable him to decide what the car can do under the most favourable conditions and bad weather will enable him to talk of the weather protection it offers to its passengers. Each one of these tests has points in its favour, but each is limited. We have tested cars in days of pouring rain and have decided that the weather protection was good or otherwise as the case may have been, but we have never been able to decide what those cars could do in the way of speed or corner work because road conditions have not allowed of such tests being undertaken. We have sampled cars in fine weather and have returned them to their makers without the slightest knowledge as to the efficiency of their weather protection, for we have learned that because a car looks weathertight it does not by any means follow that it is so. On the track we have had some delightful experiences with cars of all types, but at the end of every test at Brooklands we have been forced to realise that after all the car has not been primarily designed for Brooklands work, and therefore shows to poor advantage in contrast with the one that has, and the general road handiness or traffic qualities of the car have remained unsolved problems.

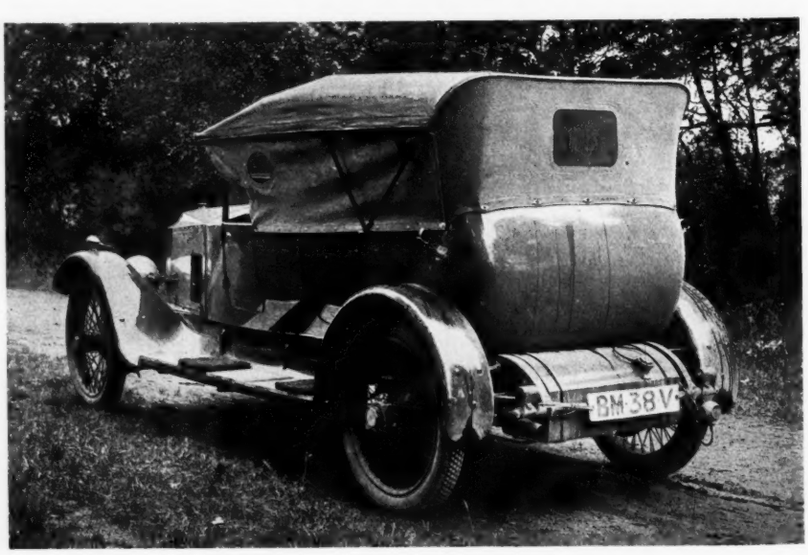
With the exception of the track test, we recently subjected the new model 25 h.p. Vauxhall, fitted with a Kington touring body, to all the tests mentioned above, and consequently we are in a position to speak of the car from experience based on all the conditions under which it is likely to be used by the ordinary private owner. Brooklands was ruled out of court, as the car was fitted with a pair of steel studded tyres, which quite rightly are prohibited from the track.

Starting off from the centre of London it did not take us long to master the control of the car as regards traffic negotiation. The steering was easily the lightest of that of any car of the size that we have sampled. With one finger one could take the car anywhere and handle it just as if it were an ultra light cycle car. The pulling powers of the engine at low speeds very soon impressed us, but the first emphatic impression that we got from the handling of the car in traffic was the wonderful efficiency of its foot brake. The slightest touch on the brake pedal brought the car to an immediate standstill, and remarkably enough it did it without the slightest suspicion of fierceness. Perfectly simple and progressive in action, the Vauxhall foot brake is easily the lightest and most attractive in use that we have ever experienced.

Shortly after leaving behind us the intricacies of London traffic, it began to rain and continued to do so during the whole of our trip to Birmingham, the greater part of which was conducted in the dark and gave an excellent opportunity for the C.A.V. head lamps to show just what they could do, which was something really very impressive. A delightful skid on Runymede Meadow, caused by the conventional handling of half a dozen chars-à-bancs in line hugging the wrong side of the road and travelling at well over 20 m.p.h., reminded us that the big car with steel studded tyres was not to be played with on wet tarmac roads; but the experience was a useful lesson that we ever after kept in mind and did not need again. Through Staines and in the neighbourhood of Maidenhead there was a generous opportunity of testing the



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springing of the car, and although we had already decided that this was of a very high order, we had not quite realised how very good it was from the point of view, not only of the comfort it gave to the occupants, but the manner in which it enabled the car to hold the road under all conditions. Corners could be taken on the Vauxhall at a speed that would be quite impossible with most other cars of its type. Never once was there a suggestion of rolling or of tail wagging, always bearing in mind that when the surface obviously did not allow of fast cornering, we did not attempt it. And forecasting our entry into Lancashire, we may say that even the Lancashire *pavé* did not cause us to revise our opinion of the car's springing. Any car that can be driven at 25 m.p.h. over a typical Lancashire road is a very good car indeed and such a one is the Vauxhall.

The bottom of the highly dangerous Sunrising Hill plunged us into a cloud of mist that intermittently continued as far as Stratford-on-Avon, and in the midst of it a wandering cow tried conclusions with the front mudguard. It was only the combination of excellent foot brake and steering that averted a collision; so that rather than give credit to the driver we are inclined to give credit to the car for the avoidance of what might have been a nasty accident.

In spite of the rain and of the mist one could drive the Vauxhall in real comfort, which is, we imagine, partly attributable to an accident of the body design. The side curtains that form part of the equipment of the car are cut away where they would otherwise join the windscreen, so that the occupants of the front seats may leave the car without unbuttoning the curtains. Also, the hood is a few inches wider than the screen on either side, and by squeezing himself into the extreme corner of his seat the driver may comfortably see round the offside windscreen upright, so that he has a clear view ahead, unimpeded by the mist that inevitably collects on the windscreen of a car driven under such conditions as these. This is a very good incidental feature of the Vauxhall bodywork, although, as we say, we rather imagine that it has been obtained more or less by accident. Strangely enough, the front seat, although wide, will not accommodate more than two passengers, which is explainable by an unexplainable whim of the body designer's. Between the two front seats there is a short projection from the back, just as though the designer first of all intended to fit a pair of bucket seats, as is standard with the Velox body, and had then changed his mind, but had forgotten to remove this projection referred to. The result of it is that, although there is ample room as regards width for three passengers, no one but one's most deadly enemy could be invited to occupy the centre seat, and if ever we bought a Vauxhall Kington we should very soon be busy with a hack saw on this detail of its luxurious bodywork.

The next morning the weather had cleared, and we set off to Manchester from Birmingham in gay spirits. There are, of course, innumerable routes from London to Manchester, but the one that we followed is one that is apparently but little known. At any rate it is certainly but little used, and for anyone who has to make a call in Birmingham or Coventry it is undoubtedly the quickest route, although it may be a mile or two longer than the one usually followed. It passes through Lichfield, Sudbury, Ashbourne, Buxton and Chapel-en-le-Frith. It offers a wider variety of scenery than any other route we know, although we would not go so far as to say that the scenery is wonderfully beautiful, its attractiveness lying mainly in its variety. Until one reaches Ashbourne one is travelling through what are regarded as characteristic Warwickshire leafy lanes, and very pretty lanes they are, although in many cases they are wide enough to be regarded as main roads, and if they contain one or two sharp corners they are not notably crooked. Just before entering Ashbourne one gets a glimpse of what is to come. One sees the wide stretch of Derbyshire moors ahead, and three miles later one is on them.



ON THE SHOULDERS OF THE PEAK.

The road as shown abounds in sharp corners and steep gradients.

Here we have the motorist's ideal road. There is barely a corner between Ashbourne and Buxton (twenty miles). If there are hills, there are none that need give the modern motorist cause to hesitate, and they add just a sporting flavour to the course. One is travelling at times 1,500ft. above sea level, and on either side of the road, which may be seen a thin white streak vanishing into the distance three or four miles ahead, one has views of the wildest country imaginable of apparently unlimited extent. Over this road the Vauxhall simply revelled in its job, and, as unostentatiously as plenty of big six-cylinders, the 95mm. by 150mm. engine took us through a gale of wind at a speed seldom below 40 m.p.h. Never at any time did the engine give evidence of being unduly stressed. It seemed to be playing with its load, and eager all the time to go faster than we would let it. While on the subject of speed, we may say that the maximum of the car is about 55 m.p.h.—this with a big touring body and full complement of passengers. (The weight of the car unladen is 32cwts.)

Just before dropping down into Buxton one gets a fine view of the whole of the Peak district, and may discover Kinder Scout, over which we had to pass eight miles further on, and that part of the Pennines associated with the name of Peveril. Dropping down into Buxton, one leaves the town by another sharp climb through the village of Chinley, underneath two fine railway bridges, and immediately after turns to the right under the Midland Railway for Chapel-en-le-Frith. Here, although the scenery is still moorland in character, the road is quite different from that on the other side of Buxton, for really dangerous corners abound and careful driving is a necessity; but when we say that the return journey of 203 miles occupied a trifle under seven hours it will be gathered that the Vauxhall did not mind the twisty roads of the Yorkshire and Derbyshire borders, the steep gradients of Derbyshire itself, or the pelting rain and treacherous tarmac of Warwickshire, Oxfordshire and Surrey. Two hundred and three miles in seven hours may not sound a very wonderful achievement, and it certainly is not; but it is more than merely creditable when accomplished on a touring car with a complement of four grown-up and three children passengers, and never once urged to its limit during the whole trip.

To speak a little more expressly of the capabilities of the Vauxhall engine, we have already covered the smoothness of its running under all conditions and its flexibility. At no time between its speed range of from 5 m.p.h. to 55 m.p.h. does the engine create any fuss, and periodic vibration is just entirely absent. The whole car is notably silent, and although the gear-box hums on indirect ratios, it does not do so more than any other gear-box. The Vauxhall is not a top-gear car—it is one that pays for good driving, and its designer has, in our opinion, very wisely steered clear of the modern fallacy of producing an engine and a car that has a gear-box more or less as an ornamental complement and nothing more. On third speed 43 m.p.h. can be attained, and 35 m.p.h. can be maintained indefinitely. Some of the hills that we sampled had gradients of certainly not less than one in four, but never once did we have to change down below second gear except for starting on such a gradient, which we did several times without any difficulty whatever, although the necessity for our doing so arose from a defect in the gear operation of the car. On occasion the gear lever would become stiff and refuse to pass through the gate quickly enough to enable a rapid change down to be made from third to second gear, with the result that when this happened on a steep gradient, as it did on several occasions, we had to bring the car to a complete standstill and make a fresh start. It is good testimony for the clutch that the standing start was always accomplished without any difficulty, but it is not good testimony to the gear lever mounting that this standing start was necessary, and this detail is one to which we think the Vauxhall designer could commendably pay a little attention.

Also we think that the accelerator pedal could be more comfortably disposed for the driver than it is at present. We found it rather apt to cramp one's foot until one had become quite accustomed to it, when it became natural and easy enough. It is only a little detail, but the designer may like to think about it, and he may also ponder over whether he can adjust his clutch stop so that double clutching is not necessary when changing down. It is quite easy when one has mastered it, but there are plenty of cars on which one may change down without double clutching, so why should one not be able to do it on the Vauxhall?

Fuel consumption was emphatically on the moderate side, for the car averaged rather over 18 m.p.g., which is not so bad, considering that where the roads were not wet they were very hilly, and where they were not hilly they were very wet, and also that at no time was the speed notably modest nor the load light.


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A WORD ON CAR PRICES

THE subject of motoring expense has in no way decreased in interest and appeal since we last dealt with it, some few months ago. It was then problematical whether in a few months, or even weeks, car prices would not have begun to make considerable downward progress. It was openly announced and, by the layman, at any rate, generally expected that the middle of this summer would witness a general decline in the prices of new cars, although there was little general expectation of a notable reduction in running costs, because fuel was obviously a thing that would become continually dearer. And now we are in the middle of the time when, so we were told, car prices would have materially fallen, but it is no more than a truism to say that they have done nothing of the sort, and, in fact, the upward trend that was regarded as a characteristic of the last few months of 1919 has, if possible, been even more emphasised throughout the whole of this year.

It is difficult, if not impossible, to see how anything else could have taken place. The only serious effort that has been made to secure a reduction in the prices of cars to the private purchaser has fallen through for lack of support. It will be remembered that we referred to the enterprise of a certain solicitor, who, considering that a new mass production car had increased far more in price than its makers could justify, called together a meeting of would-be purchasers of the car with the idea of bringing legal pressure to bear upon the manufacturer to deliver the car at a price increased only by the actual increase in the cost of production. The solicitor thought that the increased cost of production was 25 per cent. (the car-maker increased his price 50 per cent). Which of the two was right may best be judged from the fact that the car-maker is selling every car that he can make months ahead of its earliest possible delivery, and the solicitor's scheme has fallen hopelessly flat; further emphasis is given to the significance of this result in that the solicitor's first opinion was substantiated by that of eminent counsel. Try as one will, one cannot see anywhere a ray of hope for the material reduction of British car prices in the near future. Even when competition is fully re-established—and it is increasing month by month—there is little prospect that it will have this desirable effect. What it may mean, and what it probably really will mean, is that any recently introduced car that has not firmly established itself in popular favour will automatically retire from the market, which is a very different thing from a reduction in selling price.

The recent motor cycle T.T. races in the Isle of Man were, as usual, the occasion of a large gathering of motor trade personalities in the Island, and this year the lessons of the races proper were supplemented by a lesson that struck home with great force—a lesson purely commercial in character, as distinct from the technical information gathered from the race. In the Isle of Man foreign cars pay no import duty, and British manufacturers and dealers were astounded and deeply impressed to see American cars on sale in the Island at extraordinarily low prices. It gave them to ponder furiously over their own prospects for the future, and we believe that one or two smaller manufacturers of cars were finally confirmed in their previously tentative idea that the best they could do would be to abandon their recently adopted programme of the manufacture of a car of which the selling price had gone up by leaps and bounds ever since its introduction. Thus the coming of competition on the open market is likely to have direct results towards the elimination of several competitors, which, boiled down, means that it is likely to be much longer than many expected before genuine conditions of free competition are once more re-established.

LABOUR TO-DAY AND IN THE NEAR FUTURE.

A leading Midland manufacturer recently expressed to us his opinion that the wages paid in factories would not decline, but that with a possible falling off in demand as customers became satisfied he, in common with others, anticipated, as the result of the ruling high prices of his products combined with a refusal of the workers to accept lower wages, unemployment would rapidly increase. Increased unemployment means decreased production, and nothing is more foreign to a reduction in prices than a decrease in production.

Thus it seems that those motorists who are delaying their placing of orders for a car in the hope of an early decline in costs are extremely ill advised. In spite of what may be said to the contrary, there is not the slightest indication that any well established car will decrease in cost this year, at any rate, and cars that are not really sound will, we feel certain, tend to disappear from the market altogether. And, as we have said before, no principle is more strongly opposed to that of economy in motoring than the investment in a car for which a guaranteed second-hand market does not exist—in other words, investment in an unknown car which stands to be obsolete as far as the factory behind it is concerned.

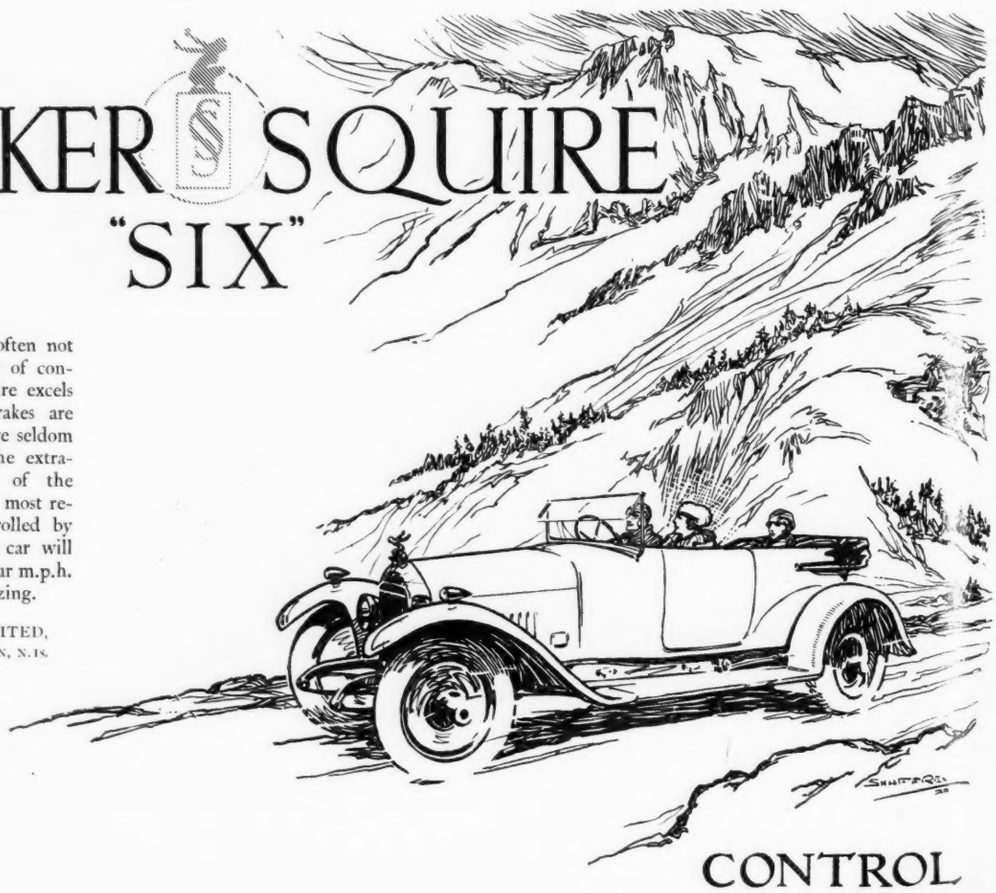
Nothing is to be gained by acting the ostrich and blinding ourselves to the facts. In one very limited sphere of motoring there is evidence of a decline in prices, and that is the sphere of very

STRAKER SQUIRE

"SIX"

HIGH speed cars are often not ideal in the matter of control, but the Straker-Squire excels in this respect. The brakes are large and powerful but are seldom needed on account of the extraordinary braking power of the engine. The steering is most responsive and can be controlled by the lightest touch. The car will travel steadily on top at four m.p.h. and its acceleration is amazing.

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St. James's 13

CONTROL



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The Famous No. 1 Super Mica Sparking Plug.

For power, speed and reliability. The Plug that has stood up to the most strenuous tests under all conditions.

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BUT ONLY IN PRICE

We couldn't improve the Plug, so we just improved the production in the matter of speed. Massed production means a lower manufacturing cost, and we want you to get the benefit.

So we have reduced the price at which you purchase it; a refreshing change to-day when high prices rule, but the big point is—

This Apollo No. 1. Plug pulls better, and for less.

If you talk with Apollo Plug users one by one they will tell you more convincingly than we can ever hope to do. They will relate a story of their own gratifying experience with this Plug, and don't forget—

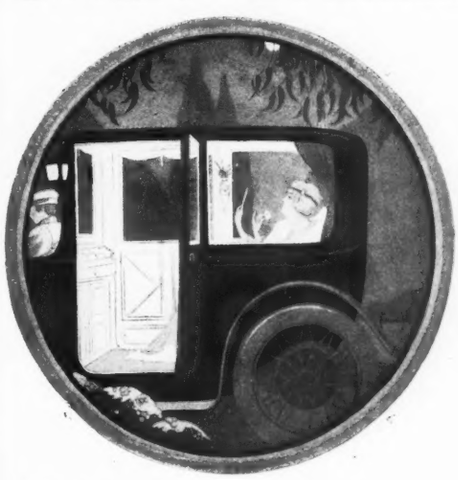


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high-powered cars of anything but the absolutely premier makes, but this we consider absolutely insignificant as regards its bearing on the situation as a whole. Continually increasing fuel costs and the possibilities of increased taxation naturally will result in a restriction of the market for those highest powered cars of which the reputation does not ensure to the purchaser a service and "standing" (for want of a better word) that adequately recompense any outlay.

Small cars are outdistancing the well established large ones in the race of increased costs. To suggest that the manufacturers are profiteering merely betrays an entire ignorance of the conditions ruling in the automobile and allied industries, which include practically every industry in the country.

If we thought that there was any indication of an early decline in prices we should say so, and it is solely from the point of view of our readers' welfare that we advise them not to delay in placing contemplated orders. Many of the premier manufacturers are now taking the very wise, although, from their point of view, the probably expensive, policy of definitely promising delivery of a car at the price ruling when the order was placed, and Messrs. Crossley Motors deserve the greatest possible credit for the inauguration of that policy. If such an unexpected change of the situation should take place as will lead to a reduction, the purchaser will receive the benefit; but such a development is, as we have said, all but impossible. If, as is far more likely, prices continue to increase, the purchaser stands to benefit again, because he will buy a car, say, for £1,000 of which the list price at the time of delivery is £1,200.

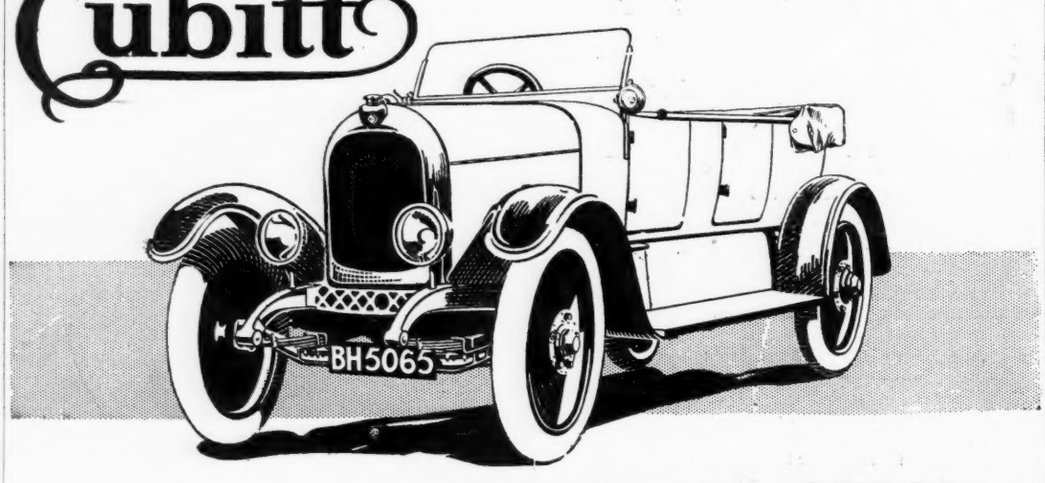
THE POSITION OF DEMAND.

When all is said and done, prices must in large measure depend upon demand, but it is important to bear in mind that under present conditions, at any rate, they do so only partially. No matter how demand may shrink, a manufacturer cannot afford to sell for £500 an article that costs him £750 to produce. It may be that he will not be able to sell his article at; all but that is a different story, upon which we have already touched. And dealers in various parts of the country are reporting a certain shrinkage in demand for new cars during the current month. That is only what has taken place during every June and July since motoring has been established. They are always the slackest months of the year, and we consider the reported shrinkage of demand signifies practically nothing. At any rate, it is clear that it does not portend, and that it can never portend, as far as one can see at the moment, a decline in prices. It all sounds rather paradoxical, but a little consideration will, we think, show that our view of the situation is a sound one.

DEPOSITS ON CARS

AFTER the experiences of last year's Motor Show at Olympia, when many thousands of pounds were paid by the public as deposits on cars that have never yet been manufactured, let alone delivered, it is not likely that the buyers of motor carriages will allow themselves to be victimised this year at the White City and Olympia. Then the public fell over one another crowding round the tiny offices on the stands, endeavouring to persuade the clerk in charge to accept their cheques or their cash in order that their names should appear as high up as possible in the list of rotation of execution of these orders. Needless to say, few if any were not accepted. Many people who did not attend paid deposits to various motor dealers in their districts, but they were better off, as, after their patience had been exhausted waiting for the motor car that did not materialise, they cancelled their order and had the sum they had deposited returned to them. The question therefore arises, are deposits desirable on such orders at all? The custom of the trade since its inception has been for the manufacturer to ask his agents to get the purchaser or the individual members of the public who may place their orders with him direct, to sign a contract form to buy and to pay a sum of money, usually about 10 per cent. on the cost of his purchase, in advance. In return, the manufacturer is supposed to bind himself to deliver the goods at a certain date, but the terms of the contract are usually so loosely drawn that the actual date of delivery is not binding. The reason for deposits in the early days of the motor industry was that the manufacturers were very short of capital and their goods had not a ready sale, so the makers claimed a big deposit to clinch the transaction and to be forfeited to them if the purchaser changed his mind and did not complete the full payment. When the business grew so that manufacturers appointed certain dealers to act as their official representatives in various districts they demanded a certain sum down for such agencies which was considered as a deposit and guarantee to take a certain number of cars from the firm during twelve months. The result was that these agents in their turn demanded a deposit, usually on a higher percentage basis, from their customers when they placed their orders with them. Since then the industry has developed and many millions of capital

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Experts agree that the CUBITT CAR is even a more remarkable example of sound engineering construction than of "VALUE FOR MONEY." This opinion gains in significance when we reflect upon the fact that the CUBITT is the lowest priced of all cars of similar power, size, and finish.

Brief Specification

Engine—four cylinder 80 m.m. x 140 m.m.; four speed gate change and reverse; overhead worm drive back axle; 815 x 105 Beldam Rubber Non-skid Tyres; four seater touring body painted grey; wind-screen, one-man hood; five wheels, four tyres; electric lighting and starting set. COMPLETE EQUIPMENT OF ACCESSORIES.

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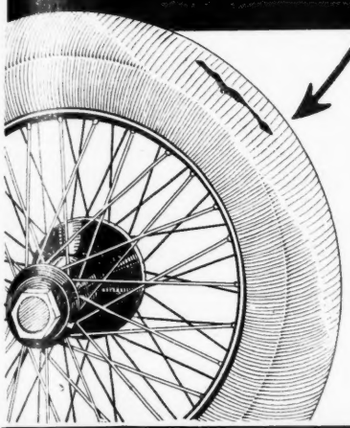
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A NEGLECTED cut in an outer cover grows very quickly. Water and grit get through to the canvas foundation and then, almost inevitably, a burst. Many scrapped covers would be doing good service to-day had their owners used the H.F. "Baby" Vulcanizer and vulcanized cuts as they occurred. Many a serious accident would have been avoided, too. The

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is so simple that the most inexperienced can use it successfully at the first attempt. It makes the damaged part of the tread perfect, and thus arrests the mischief in the initial stage. There is no need to dismount the tyre. It repairs tubes also.

The whole outfit can be had for Free Trial, without prepayment, by any responsible motorist in the United Kingdom. Get one from your local Garage, from any Motor Agent, or direct from us. Descriptive List No. 195 on request.



The H.F. "Baby" Vulcanizer is supplied complete, ready for immediate use. Price, including tools, materials and touring case

£7 7s. 0d.



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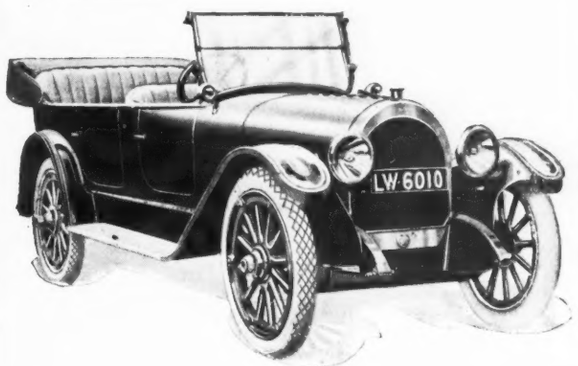
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TO fulfil the demands of both business and pleasure, and to suit the needs of the owner-driver, is the duty of the modern car.

THE 8-Cylinder Oldsmobile not only possesses the essential qualities but combines such elegance of appointments with such unfailing flexibility, that it is a source of continuous pride and joy to its possessor.

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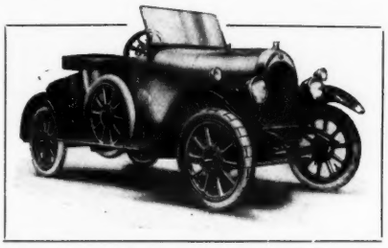
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SUMMING UP THE

11·9 BEAN

Extract from "Country Life," June 26th, 1920.

"TO generalise our impressions of the Bean, we have no hesitation in describing it as the very best value for money proposition that we have yet sampled. The car is not expensive; it is replete with every modern refinement in the way of full electric equipment, including horn, etc.; it has many attractive little details . . . . and we would conclude by repeating that the car as a whole is emphatically built on the robust side . . . . many of the new cars that may be regarded as competitors of the Bean will be out of running condition long before a Bean of the same age has shown any material signs of wear."



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St. James's 1

have been invested in manufacturing firms and in motor agency showrooms, so that the necessity of using the public's deposit money as part of working capital should not arise. At the same time the industry has become so accustomed to receive a large amount of cash in this manner at certain periods each year that it may somewhat disorganise their financial arrangements if it is withheld. We hold that no manufacturer should have so limited a working capital that he is compelled to use such deposits. These should be considered as trust funds if such payments are made, whether from agents or the public, and should then only be a nominal £5 per car. The agent should be exactly in the same position in regard to the sums he gets from his customers, and the amount should be the same, for though last year there was a certain amount of speculation in ordering more cars than were really needed by individuals who hoped to re-sell them at an additional profit, there is small likelihood of a repetition of this car gambling next season. Strictly speaking, the receiving of deposits should be counterbalanced by the makers giving a definite date of delivery, but most people will agree that this is a big risk for a manufacturer to take under present labour conditions. For ourselves, we intend that only firms that can deliver motor vehicles within a reasonable period and whose factories have been proved to exist and are actually manufacturing the cars they are offering for sale will be dealt with in these columns, as we intend to do our best to prevent the motoring public being taken advantage of by specious promises of delivery of goods which exist only on paper and for the purpose of getting such deposits from a too confiding public.

WHY SMALL CARS FOR SMALL PEOPLE?

UNLESS he has been fortunate in his choice, the investor in a small car to act as a tender for his larger vehicle, will very probably find that whatever the possibilities and capabilities of the light car it is apt to suffer from a rather serious limitation. Designers seem to have got the idea that when they are selling small cars their customers will be small people, but unfortunately the idea has little foundation in solid fact. Not so long ago I was using a light car of which the road capacity was really extraordinary. Fifty-five miles per hour and any ordinary hill on top gear were regular features of its performance and its reliability was a model. In fact, being a relatively small man I was entirely charmed with that little car, until one day I asked a 6ft. 3in. friend to accompany me for a short joy ride. To that car I owe the termination of a friendship of many years' standing. My poor victim stepped in quite blithely and when he began to hug his knees I thought it was just a passing whim that would be satisfied and disappear after a couple of miles on the road, but gradually I realised the horrible truth. My passenger was hugging his knees not because he liked it, but because he had to. The aluminium dash board with which the car was fitted was disposed so low that the six footer could only get his legs underneath it and its sharp edge caught his shins beautifully if he did not take steps to protect them.

There are some light cars of which the seating accommodation leaves nothing to be desired, the Deemster and the Ashton Evans being the two most praiseworthy examples of which I have had any experience, although, of course, I am not suggesting that there are no others, but it is a fact that lack of adequate passenger accommodation is a common failing with the average light car. Whether the body be nominally a two or four-seater, the two or four passengers it is intended to accommodate must, in the eyes of the designer, be of very small stature indeed, and is it really necessary that this should be so? Comfort in car travelling is always largely dependent on the wheel base of the car. Within reasonable limits, the longer the wheel base the more comfortable the car and a long wheel base makes for more body space than would otherwise be available. Why therefore, do not all light car makers set to work at once to lengthen their wheel bases? The gain will be a double one in that the vehicle will ride the road better and the space available for passengers will be considerably increased. It may also mean a slight increase in the cost of the car for once again, within limits, the shorter the wheel base the less material is required in the manufacture of the chassis and the body, but I do not think the slight extra cost arising from the adoption of a longer wheel base need be more than barely noticeable.

But experience proves that a long wheel base is not absolutely essential to secure adequate body accommodation. I merely suggest it as a simple expedient to overcome what is undoubtedly a difficulty with many designers. The two cars that I have mentioned, the Ashton Evans and the Deemster, as having adequate body accommodation are not by any means notable for the length of their wheel base, but their designers have avoided the modern seduction of an unduly long bonnet and having given the engine enough body space for its accommodation, they have been satisfied. The long bonnet may be very imposing and it is certainly very nice on a big car, where there is plenty of spare room to play with and a few inches



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Combined Luncheon and Tea Case for the Car

Complete for 4 Persons, Dust and Weather-Proof, Everything ready to hand, and fresh and nice after the longest run. Size 22½ by 13 by 8 in. ... **£21 5 0**

Other Designs and Sizes ... ... from **5** to **50 Guineas**

WHEN MOTOR TOURING

You need one of Vickery's combined Tea and Luncheon Cases. Dust-proof and air-tight. Send for illustrations and prices of the latest designs.

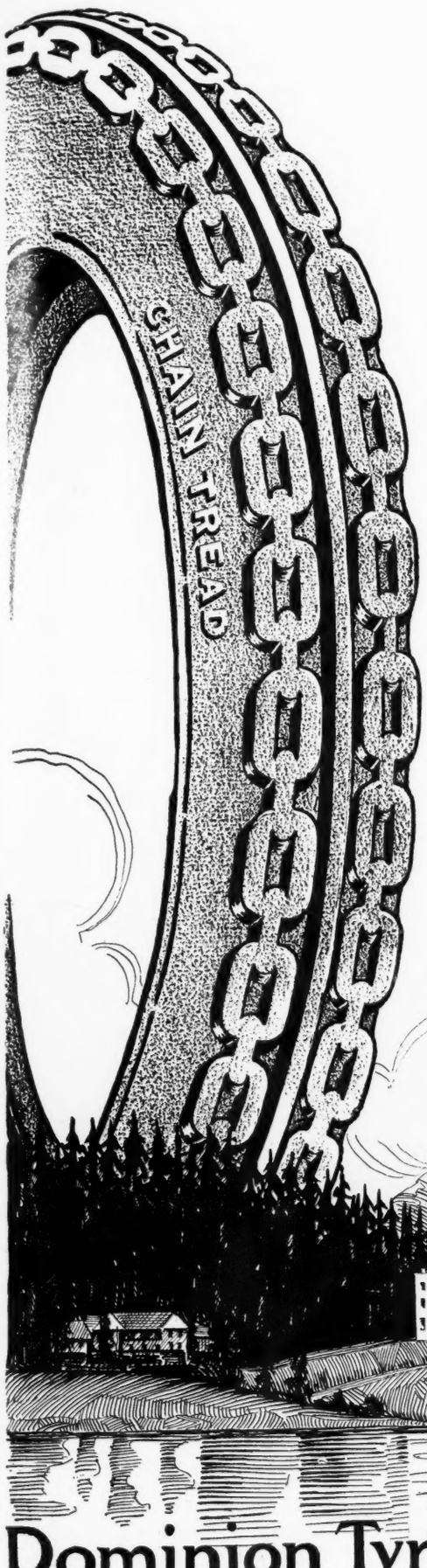


C 2493.

Individual Luncheon Case for Motoring or Long Railway Journey, etc.—very light and handy. Fitted Food Box. Pint Vacuum Flask. Cognac Flask. Tumbler, etc. 11 by 7½ by 4 in.

Tan Solid Leather Case **£7 18 6**
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You should be able to rely absolutely on your tyres to keep your car to the road, no matter what the surface conditions.

Dominion Chain Tread Tyres confer such security—give you that ease of mind that is essential to the fullest enjoyment of motoring.

Built on the principle that *driving safety* is as important as mileage service, Chain Treads are demonstrating the soundness of that principle on the worst roads in Britain, day in and day out.

And they give mileage returns that are invariably satisfying from an investment standpoint—*good value and something more.*

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Lake Louise – Canadian Rockies

Dominion Tyres are GOOD Tyres

more or less in the body space do not mean a disappearance of room for the driver's legs, but with a small car it is different. The bonnet should be just large enough to accommodate and protect the engine, and no larger. Otherwise by the time one has added the now inevitable scuttle dash and an instrument board, the back of the seat is either well over the rear axle or the shins of a tall passenger are continually arguing with the bottom of the dash board. W. H. J.

MOTOR TOURS IN FRANCE AND BELGIUM.

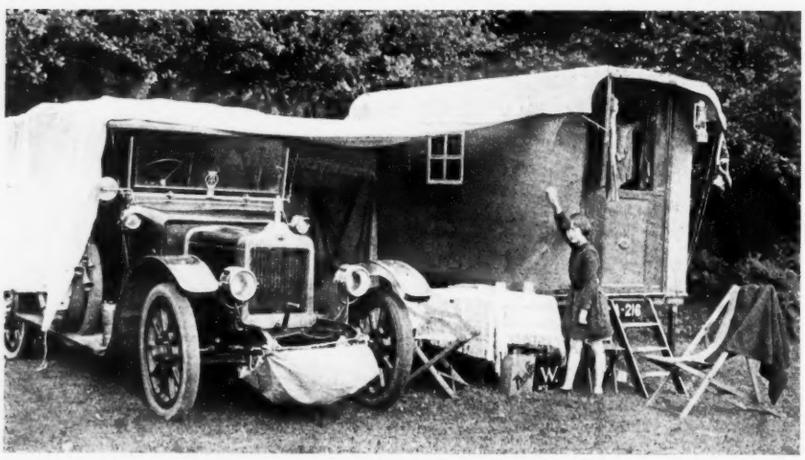
NOTWITHSTANDING difficulties in connection with bad roads and occasional shortage of petrol, motoring in France and Belgium is steadily increasing in volume. Members of the Automobile Association and Motor Union who intend to take their cars or motor cycles to the Continent are advised to give the Touring Department at least ten days notice to ensure reservation of space on the steamers, and to allow sufficient time for the preparation of all necessary papers.

ITEMS.

Historic car ablaze.—A most remarkable incident occurred in connection with the re-opening of the fine showrooms of F. S. Bennett, Limited, in Orchard Street. A special attraction of the re-opening celebration was the fact that they had been successful in procuring the first Cadillac car that ever came into England in 1903. This seventeen year old car was selected to lead the procession of Cadillac and Chevrolet cars, containing members of the Press who had been entertained by the Company at the Savoy. When the procession reached Grosvenor Square the old Cadillac suddenly caught fire through the petrol tap coming open. Within sight of the new showrooms this old veteran burst into flames. It was a glorious death, as no less than five fire engines arrived on the scene, and some thousands of people collected to see what might be the end of this famous car. Mr. Bennett is hoping that he can salvage the chassis and let it continue to carry on its life of usefulness.

A Motor Caravan Trailer.—Motorists interested in the possibilities of the car caravan will find a very useful adaptation of the conventional arrangement shown in the accompanying illustration. The caravan is a caravan pure and simple mounted on a trailer chassis, and is intended to be towed by an ordinary car. The correspondent who sends us the photograph states that he has found the caravan entirely satisfactory in every way and, moreover, he states that it does not require a large amount of power to pull it.

British commercial vehicles score success in Spanish Trials.—That Britain is well able to hold its own in the commercial motor vehicle world is fully endorsed by the result of the Spanish Commercial Vehicle Reliability Trials, held June 21st to 26th, from Barcelona to Madrid. This event was promoted by the Camara Sindical Del Automovil de Barcelona. The Spanish Military Authorities were greatly interested in it, and eight countries were represented by the twenty-eight competitors. The trials lasted for six days, and it is pleasing to note that, though the route included some difficult country, the two "Commer Cars," a 3½-ton lorry and a thirty-seater char-a-bancs, both successfully completed the course and were awarded two gold medals. This result is additionally interesting when it is remembered that "Commer Cars" were the pioneers of British petrol-driven commercial vehicles.



A TRAILER CARAVAN AT LEITH HILL.

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IDEAL FOR THE COUNTRY HOUSE

The body built of best material, is fitted with side curtains to roll up and fix in canopy when not in use.

Well padded detachable back and seat cushions; seats hinged and supported on folding wooden brackets so that in two minutes this can be converted from a shooting brake to a roomy luggage bus.

The chassis is the famous Oldsmobile 4 cylinder 21.7 h.p. giving 14 to 16 miles per gallon.

Pneumatic tyres fitted, and the generously proportioned springs give a maximum of comfort in riding, greater speed, greater tyre mileage and lower repair bills than that obtained from any other vehicle of this type.

We have a number of these shooting brakes on order with our coachbuilders, and these can be painted and upholstered to choice.

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JUST "OLD BILL," the same dear, delightful old character that brought laughter and gladness to millions during the darkest period in our history. Everybody knows him; none can help loving him. His good humoured philosophy appeals to old and young, rich and poor alike. He positively oozes sympathy and goodfellowship. No-one will dispute his claim to immortality; hence this attractive mascot. A more life-like "OLD BILL" it would be difficult to find. Every motorist must own one. Strongly constructed, and nicely finished old bronze. Every mascot bears the signature of "OLD BILL'S" creator, BRUCE BAIRNSFATHER.

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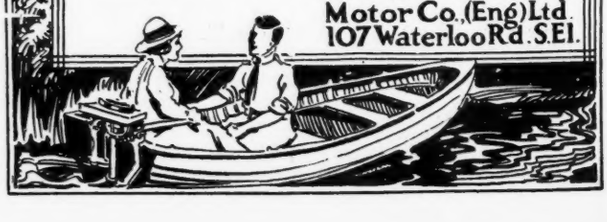
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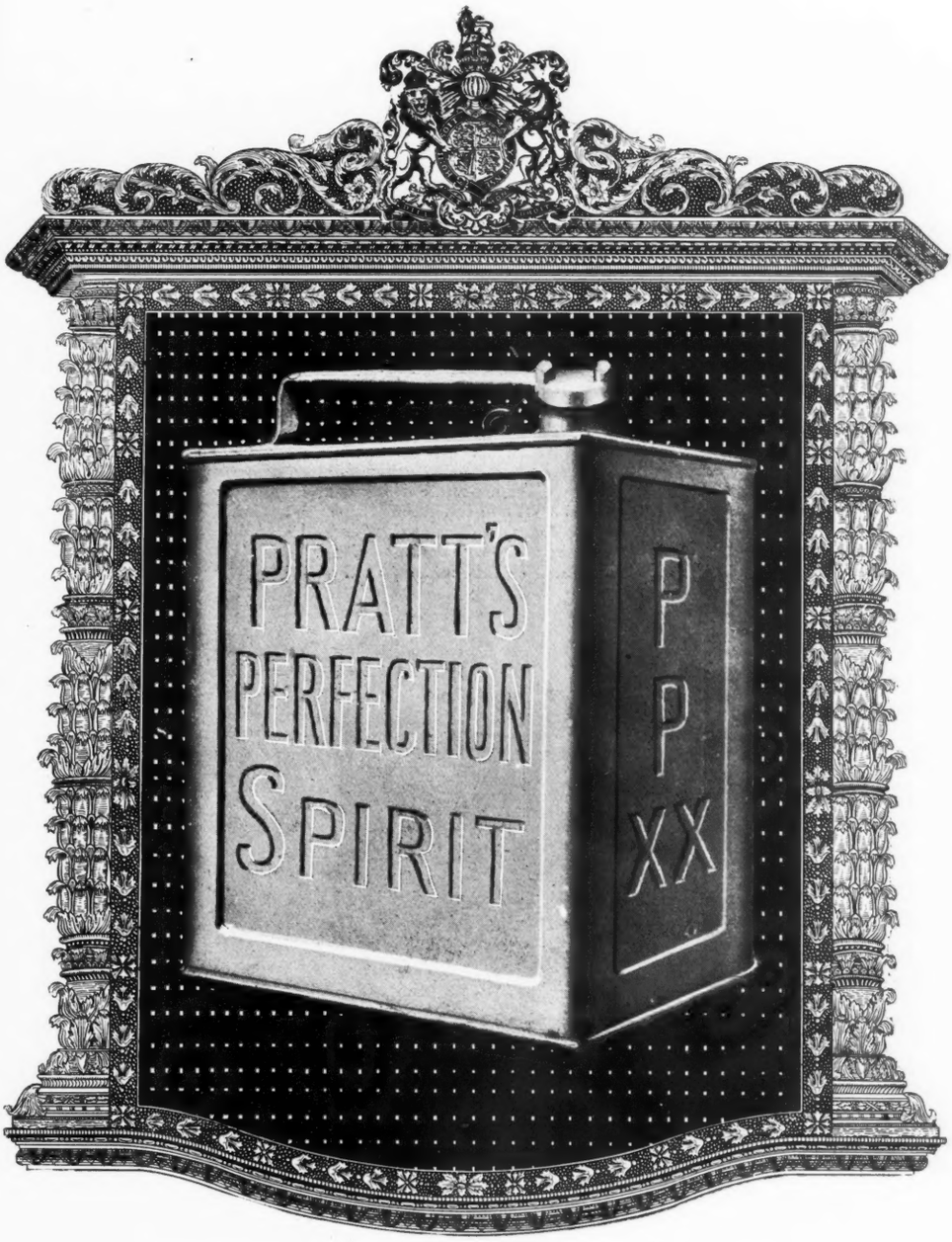
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JOURNAL OF THE R.A.S.E.

READING BETWEEN THE LINES OF THE EIGHTIETH VOLUME

THE Journal of the Royal Agricultural Society is always interesting reading. The current issue, which is just to hand, is no exception to the rule. The Journal contains, as a rule, very much that is useful, although there are times when it appears to be written over the heads of those of us who have to deal with practical every day necessities of farming.

The farmer's outstanding difficulties at the present time are labour and the weather. The weather is always with us, it is never as it should be and probably never will be. There are certain methods of circumventing it, however, to one of which I shall refer briefly later on. Labour, too, although seldom so obstreperous as at the present time is nevertheless generally to be regarded as more in the nature of a necessary evil than otherwise. In this, the eightieth volume of the Journal, both of these problems are treated, although in a more or less academic manner. There is, for example, a somewhat technical article wherein by a diagram and table an attempt is made to find some relation between the price of farm produce and the wages of the farm labourer; and, although the author by careful marshalling of his facts and statistics is able eventually to convince himself that some such relation exists, he refrains, wisely perhaps, from carrying his arguments so far that they become strictly applicable to conditions at present existing or likely to appertain in the near future. In other words, he declines to assume the rôle of prophet. He does, however, indicate, in the course of his article, that these relations between prices and wages are considerably upset from time to time by the introduction of labour-saving machinery, which generally operates to increase production for the same expenditure, notwithstanding that the individual or even the total labour cost of the farm may actually increase at the time. It is from that that one may draw an apt lesson; for the present day farmer who, although he has had from time to time in the past experience of the advantages of the application of machinery to farming operating, is still nevertheless slow to adopt new ideas and new inventions of that order. I am, as you will have gathered, still harping on my old subject, power farming and its advantages. It would seem that it ought to be easy to convince a man of the advantages of the use of a machine which will enable him, say, during the present month, to harvest twenty acres a day, using the labour of only one man; an almost immeasurable advance on what is, in most cases, the present capacity of a one man operated horse-drawn binder, from six to eight acres per day, apart from the advantage of being able to harvest, say, a sixty acre field on three fine days instead of spreading that same harvest over upwards of a week, with the accompanying risk of a break in the weather.

Here I am at the other aspect of the farmer's difficulties, the weather, which none of us can control, but which we can circumvent by artifices, the chiefest of these at the present time, at least in connection with power farming, is the adoption of a speedy tractor against a slow moving, although, as must be admitted, still largely effective horse. Speed is, above all things, essential. Last month was, I believe, the worst on record so far as this country is concerned in respect of its weather, which was changeable beyond what one would have thought possible of this too changeable climate of ours. With a tractor, as I have indicated, three days of fine weather would suffice to harvest a fifty to sixty acre field, but with only horses available, that same period would be absurdly inadequate. The same reasoning applies to almost every tillage or harvesting operation. I have repeated it almost *ad nauseam* in these columns and must, I feel, still continue to do so for a time at least. The tractor is at one and the same time the solution of the labour problem and the means of circumventing the seemingly malicious weather.



AUSTIN TRACTORS AT DARLINGTON NEGOTIATING AN UNEXPECTED DIFFICULTY.

There are two long chapters in the Journal dealing with reclamation of waste land. This is work which inevitably involves one in the employment of machinery. Modern machinery will make possible reclamation of land which has hitherto been deemed entirely outside the scope of this operation on account of the cost. In the past much of this work has been carried out by steam-engined cable sets. They are machines which are particularly adaptable to the circumstances. At an early date I hope to describe some operations of that nature which are at present approaching completion in one of our north-west counties. There is, however, a limit to their application, and it is just there that the tractor becomes useful. I have no doubt that when this fact is properly appreciated a demand will arise for some of the heavier and more powerful types of tractor, particularly those of the track-layer type, which have been deemed up to now as of somewhat limited application in ordinary agricultural practice. This is not to be taken, however, as meaning that smaller tractors of the more popular present day size are not of value in connection with this class of work. On the contrary I have some very vivid recollections of watching Mr. Saunderson of the Saunderson Tractor and Implement Company, Limited, clearing a small farm of 240 acres in the neighbourhood of Bedford and using for the purpose Saunderson tractors only. It had, prior to his occupation, been considered as practically a derelict farm, yet within one year he was growing paying crops and at the end of the second year was able to show a balance-sheet which indicated considerable profit from the farm as a whole. He has, I believe, made public the details of his achievement, and, therefore, I will not dwell upon it here save once more to emphasise the fact that the whole of the farming operations, without exception, were carried on throughout without the help of a single horse.

It is sometimes regarded as a vice that anyone should invariably take the line of least resistance. Yet, if the matter be viewed from the commercial standpoint, that direction is the only one open to a man who must see a profitable return for his labour. There are, perhaps, few industries in which this condition so frequently occurs as in farming. Farming operations and the development of common usages in agriculture are generally compelled by force of circumstances. The decision as to whether this field shall be cultivated and that field laid down to grass, or *vice-versa*, is generally forced by circumstances, and the farmer, who is presumed to have some choice in the matter, very often finds it of the same order as Hobson's. A typical instance of this is indicated in the course of these articles on the reclamation of waste land, where the writer, in discussing clay soils, states that "Most, if not all, of the clays in the country have been under the plough at some time or other; even the heaviest had no terrors for the farmers of the eighteenth and the first half of the nineteenth centuries, who were well provided with labour and always sure of a market. . . . And the process paid in spite of the drawback that five horses, a man and a boy, or else a long team of bullocks and two men, were needed for ploughing." However, of course, no farmer had a holding which was clay from end to end. There was generally sand to be found somewhere, and, in consequence, as the writer continues: "The straw and grain grown on the heavy clay were carted away to the buildings in the autumn while the land was still firm, but farmyard manure was not always carried back in winter partly because of the difficulty of travelling over the land, and partly also because the dung gave much better returns on the sandy soil where swedes and turnips would be grown for the folding of the sheep. In frosty weather the clay might be limed or it might receive any farmyard manure that could be spared, but it was in the main cropped on a most exhausting method." As the author says, this system often led to much impoverishment, with the result that nowadays those clay soils are left derelict.

It seems to me that with judicious application of the tractor instead of the horse we might be able to reverse this process, or at least bring back into cultivation once more land which has been allowed to lapse into what might be called a state of nature, because of the difficulty of cultivating it and the expense involved.

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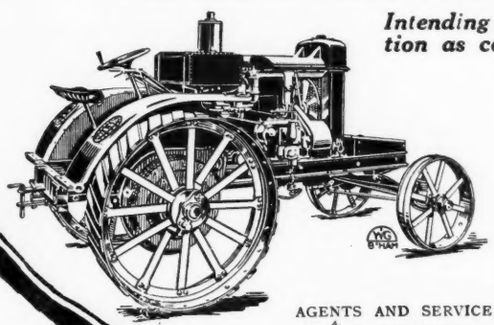
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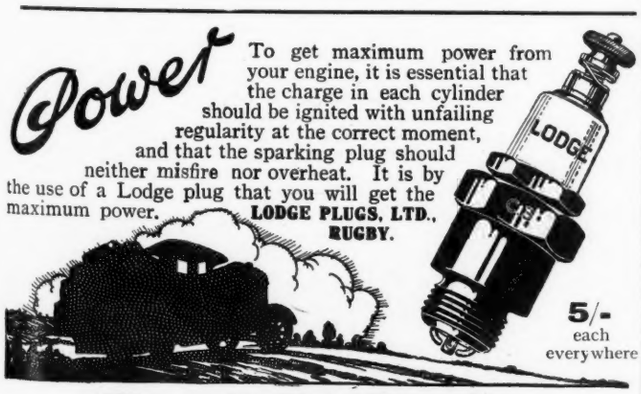
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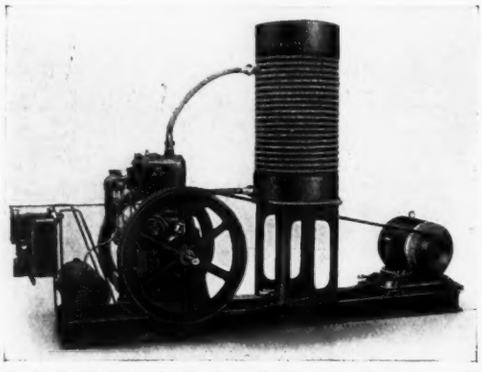
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FROM THE EDITOR'S BOOKSHELF

The Little Soul, by Elinor Mordaunt. (Hutchinson, 8s. 6d.)

THE title of Mrs. Mordaunt's new book is quoted from Marcus Aurelius, "Thou art a Little Soul bearing about a corpse," and the Little Soul is Charles Hoyland, a man about town, a cultured materialist, whose only aim is the gratification of his senses. Mrs. Mordaunt has taught us to expect very much of her, and the first half of the book, in which she, as it were, manœuvres her characters into position for action, is of her very best. But when she has assembled her protagonists and set her stage the effect is not so satisfactory. She sends Hoyland, maimed and impoverished by the war, as tutor to a delicate boy at a lonely house in North Derbyshire; she makes him in love, with more urgency and thirst of passion for a woman as an individual than any of his previous amours have roused in him, with his pupil's sister Diana, and then allows him to conceive the idea of exchanging his own vice-ravaged and world-weary ego with his pupil's young, unjaded personality. "To take what he wished for from young Clayton's individuality, to take all that would go to the making of emotions as fresh and clear as first love . . . put all that was outworn, all that he was so bored with of himself, in its place." Just as in that sentence Mrs. Mordaunt escapes the necessity of telling how his purpose is to be carried out, so she escapes it throughout the story. It is easy to believe that such a man as Hoyland could have polluted a boy's mind and ruined his body, but psychic exchanges are still in the realm of the miraculous for most people, and Hoyland, an utter materialist, seems the wrong man to be credited with carrying out such an operation. In spite of this, *The Little Soul* is a most readable and interesting book. You may feel that the end is make-believe, that the Hoyland who was a real man in the beginning of the book can only be acting a part to please the author at the end, but the action of the play is so interesting that the failure of one character to fill his rôle will not avail to destroy your enjoyment.

The Strongest, by Georges Clemenceau. (Nash, 7s.)

IT is strange, when one comes to think of it, that public men do not more often write novels. The world of fiction offers such a splendid field in which to air views on matters social and political, and it can at the same time bring the author nearer to the hearts of the people. It is a means by which he can show mankind that, besides being part of a great political machine, he is human and sympathetic and full of understanding of the minds and needs of all sorts and conditions of men. This, at any rate, is what the man we know as the "Tiger of France" has done. *The Strongest* is a book interesting in itself but more intensely so in that it gives us an insight into the private mind of a public character. The story is of a struggle between two men, one worldly and the other an idealist, for the dominating influence on the character of a young girl, and there are introduced discussions on the state of society, on the labour question and on the ethics of government. The book is very French in the turn of its language and phrasing, and it gains thereby in atmosphere and attractiveness.

The Foolish Lovers, by St. John G. Ervine. (Collins, 7s. 6d.)

MR. ERVINE has set out to write "a story without any 'bad words' in it and . . . without any 'sex' in it." The result is a deliciously quiet and beautifully refreshing book in which, moreover, there is not a moment's dulness. It is in truth a literary triumph for the author. John Macdermott, a young Ulsterman, very natural, self-absorbed, plucky, unconsciously conceited, with great force of character but entirely simple and charming with the attractiveness of enthusiastic youth, sets forth from his sheltered home and the old shop which has been the family care for generations to make a name for himself in London in the literary world. His adventures are excellently described and there are some quite beautiful descriptions of London. Finally, John marries, and, as a wiser and older man, he returns to his own home. All the characters in the book have their own distinct individuality and are complete little sketches in themselves, holding the mirror very truly up to Nature.

Westward with the Prince of Wales, by W. Douglas Newton. (Hurst and Blackett, 8s. 6d.)

IT is a real joy to read of the personal triumph—the triumph of the man as apart from the Prince—in Canada and America of the Prince of Wales. We have seen on the cinematograph the wonderful demonstration of the crowds, and the golden smile and charming manners of the "veray parfit gentil knight" who was the centre of it all, and now Mr. Douglas Newton has completed the picture for us and drawn our Prince even nearer our hearts than before. He has told us of the little things that count for so much—the giving of the rose from his buttonhole to the old Indian woman, his jokes with the "movie" men, his consideration for the wounded soldiers, his insistence on going among the people as much as possible, the determined self-control that enabled him to make his longest and most important speeches without note, his unspoilableness, his splendid power of enjoyment—a hundred and one little things that are the indication of big, fine things behind them. Mr. Douglas Newton was a member of the Press party who accompanied the Prince on his tour, and he records in a very bright and interesting way the impressions of his observant eye.

The Planning and Planting of Little Gardens, by George Dillistone. (COUNTRY LIFE, Limited, 6s. net.)

THIS recently published book was begun in 1914. Although five years have elapsed, the lessons it has to teach are just as valuable to-day as they were then; indeed, we suggest that the book is of greater value in these days now that there is a desire to follow peaceful pursuits. Those who have acquired a house and garden will find this work of great assistance in laying out the garden. Not that one garden should be a copy of another, but this book is full of suggestions that might be applied under varying conditions. Particularly useful are the chapters on the Small Rose Garden, Two Cottage Gardens with Planting Plans, and Instructions for Growing Water Lilies in Tubs; Climbers for Little Gardens, and the Making of Steps and Lawns. That a variety of pleasing effects have been evolved is shown by illustrations from photographs. The book is recommended to all interested in garden design, especially those about to lay out a garden, however small.

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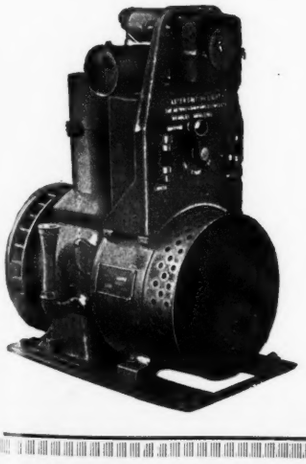
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can be served either alone, in dainty custard glasses—or with fresh stewed or tinned fruit, or in a dainty trifle, or with a plain pudding.

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Colds in the Head
Snuff up the nostrils
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Moor millinery invariably introduces this rough and ready character of hat, and home fingers are growing wonderfully expert in producing the same. Depicted below is a model of corded cloth, ornamented with two soft quills, held in place by a band of *ciré* ribbon.

Scarcely second in importance to the moor suit in this particular outfit is the tea-gown. Essentially feminine in aspect and character, it is ever the burning desire of the *vraie élégante* to arrive at something distinctive and individual, a dream more or less easy to fulfil, since no garment allows of greater license being taken. A tea-gown is of no special period, also it may be simple or ornate, short or long, clinging or draped, hard or soft; in fact, any expression is permissible, provided the general impression is conveyed of something dainty and elegant and rather *dégagé*. Wondrously artistic effects can be wrought out of about 3½yds. of double width soft satin, satin or ninon broché, metal brocade, velvet, etc., which adroit fingers will drop and drape about the figure in statuesque



ONE OF THE NEW JUMPERS AND TWO PRACTICAL ROUGH-WEAR HATS.

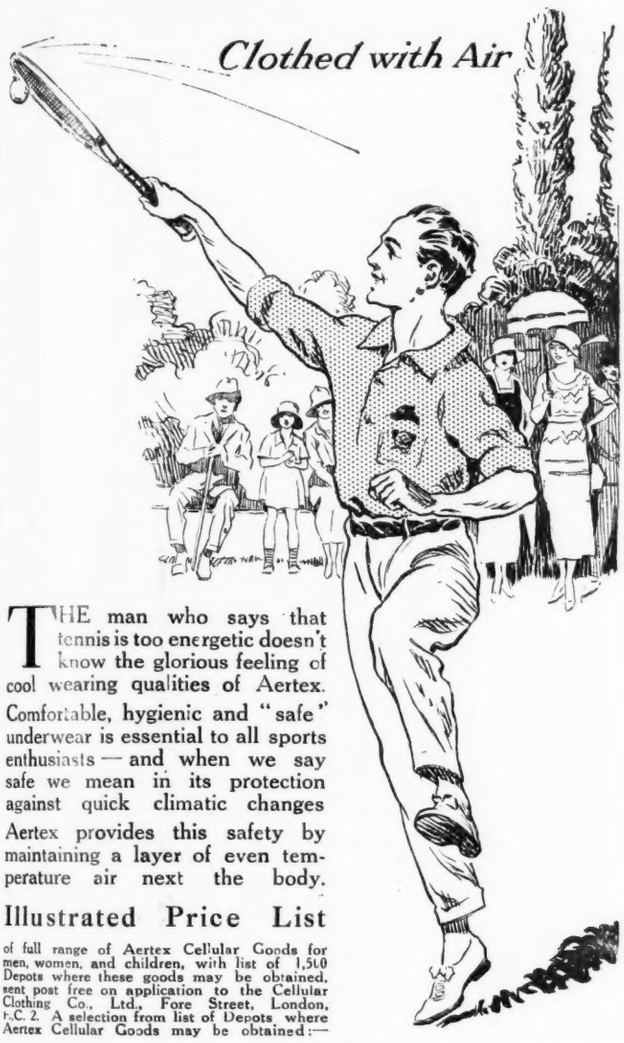
folds and draperies. A model of hyacinth blue charmeuse fell like a shapely sacque from a deep, square-cut *décolletage*, outlined with a band of chinchilla fur, the long, hanging sleeves of jade green Georgette developing at the back into a short pointed train, the wide arm slits edged with silver and trimmed with a half circle of little parti-coloured silk flowers. A rose-coloured furnishing velvet again, quite lovely, was arranged on mediæval lines, the loose folds lightly held to the figure by a girdle of beaten copper plaques strung together on dull silver chains. This was so shaped that it rested naturally on the hips, while in front there dropped a long chain of the same. The neck was left a hard square, save at the back cut much higher, across which there was flung a narrow band of mink.

A curious lustrous satin of a goldish apricot hue rested for its *chic* decorative salvation on a wonderful ceinture of padded silk and tissue flowers; and another, of royal blue and gold brocade, on sweeping sleeves and a sort of capuchin cape of gold net.

L. M. M.

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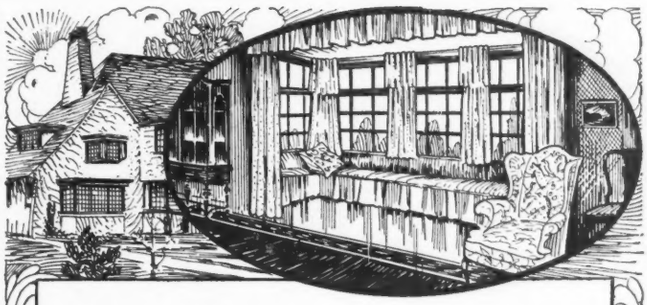
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of full range of Aertex Cellular Goods for men, women, and children, with list of 1,500 Depots where these goods may be obtained, sent post free on application to the Cellular Clothing Co., Ltd., Fore Street, London, E.C. 2. A selection from list of Depots where Aertex Cellular Goods may be obtained:—

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Birmingham	Hyam & Co., New Street.	**Manchester**	Austin Reed, St. Ann's Sq.
Cambridge	Joshua Taylor & Co., Ltd.	**Oxford**	W. E. Fayers, 12, Queen St.
Carlisle	Robinson Bros., English St.	**South Bank**	W. Cooper, Nelson Street.
Douglas	A. H. Fayle, Victoria Street.	**South Shields**	Willan & Hails, King Street.
Glasgow	E. Jackson, 100, Buchanan St.	**Sunderland**	H. Binns, Son & Co., Ltd., Fawcett Street.
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THE CHARM OF IRISH GLASS

AMONG the many objects in which collectors now interest themselves there cannot be many so fascinating as is Irish glass. Its beautiful colour, which is supposed to be caused by impurities in the glass, is one of its chief attractions, although the old makers of Waterford glass considered it a fault and tried to bring it to a pure white colour. Most fortunately they did not succeed until after 1815, and there is still a good deal of their old and lovely handiwork surviving. Another little known point about Irish glass is the fact that it does not feel cold, as does most English or foreign glass, to the touch, though that is one of those differences which the expert who has cultivated his sensitiveness with many comparisons will appreciate more than the tyro.



A FINE BOAT-SHAPED BOWL IN WATERFORD GLASS.

Messrs. Edwards and Sons, 159–161, Regent Street, have for some time specialised in the collection of real old Waterford glass, and have at present for sale some of the finest specimens in the world. To choose only a few examples from the many, a pair of rare old ginger jars, each finely cut on lid and body and standing on thick square base, would attract any connoisseur both by their elegance and their rarity. Of sweetmeat glasses a large number are exhibited, one or two among them being remarkable for an extraordinarily beautiful blue colour, almost, were it not so fugitive, that of the old-fashioned flower known as love-in-a-mist. A set of rare old Waterford table glasses, consisting of over sixty pieces, includes wineglasses, finger-bowls and goblets to match. They are extraordinarily fine examples with vertical cutting between horizontal rings, and date from 1760. A chandelier of uncommon design, the lights being borne on the end of long stems curving first downwards and then upwards from the central ornament, is particularly distinguished by its plainness; not a lustre breaks the cool fineness of the line, and the effect is somewhat that of a great waterfall. Our illustration shows a bowl and foot (two pieces), perfect in shape and cutting and of a beautiful deep tone. Neither a photograph nor a verbal description can convey much of the charm of such a piece to anyone unacquainted with Waterford glass unable to visualise colour as something at once actually existent and yet visible in varying depth and shades in different lights and surroundings. It is perhaps most significant to say that this is regarded by Messrs. Edwards and Sons as the gem of their collection as it stands at the moment. One of the romances of collecting commenced when one day about two years ago a customer entered their Regent Street shop and asked to see a complete dining-table set with the best old Waterford glass, promising to return in two hours' time to inspect it. The collection delighted him by its beauty and rarity, and willingly he paid £850 for it. From time to time he purchased notable pieces as they came into Messrs. Edwards' hands, and the collection now complete amounts to £9,000 and may fairly be described as one of the best in England, if not the best, for every piece it contains is absolutely genuine. This is a point upon which stress may well be laid, for Irish glass has been and still is being imitated by very expert hands and it is easy to be deceived as to its genuineness. During the war a collector who had spent many thousands of pounds upon old Irish glas invited a valuation of his treasures with the intention of selling them for the benefit of war charities. Messrs. Edwards' expert was able to discover among its many pieces a single genuine dish worth about three pounds! The extreme difficulty of discovering fraud makes it only too probable that imitations will be foisted upon anyone who has not absolutely expert knowledge on the matter. Hints may be given for the assistance of the collector. For instance, in spurious glass, especially urns and candlesticks, the tops of tall pieces are often whiter than the bases; also on real Waterford a peculiar cloudy bloom is often visible. But an inspection of Messrs. Edwards' collection reveals among the hundreds of different pieces—glasses, goblets, bowls and chandeliers—so many variations of colour and design, thickness, weight and cutting as to convince one that the expert alone is really competent to decide and should certainly be consulted before purchases are made. However delightful it may be to potter around chance-met curio shops in search of treasure trove it is not, as the story told above would prove, a very wise proceeding. The vogue of Irish glass has interested the fraudulent in its manufacture, and the collector should walk warily.

OMNIUM GATHERUM

THE CHARM OF SOFTENED LIGHT.

WHETHER the lighting be by gas, electricity, oil lamps or even the soft flame of candles, its effect can be made more charming and the whole appearance of the room warmed and mellowed by the use of well chosen shades, in themselves in the day-time objects of beauty adding to the charm of the room. Messrs. Harrods, London, S.W.1, have just issued a folder giving many illustrations of shades for pendants and reading lamps, table and floor lamps, candle screens and inverted gas shades, and shades for electric and wax candles. The influence of Chinese art upon our furnishing is very apparent in several of the designs, notably a delightful tilting shade for electric light (L.S. 38100), 9ins. in diameter. The upper part assumes the curves of a Chinese roof, and the whole is hand-painted in a lacquered design on a transparent background of golden silk. Where something absolutely plain is desired, nothing could be better than a shade of Empire design, made of fine shot taffetas. There could be no happier hunting ground for these important finishing touches than Messrs. Harrods' department.

COURTESY TO THE CUSTOMER.

Nowadays, when one hears so many complaints of the lack of courtesy shown in certain shops, it is all the more refreshing to visit one of the Saxone Shoe Company's branches. Courtesy is the key-note of their organisation; in fact, the company carry it to the point of giving a standing invitation to all wearers of Saxone footwear to call at any Saxone shop and have them polished free of charge. The measurement of a customer's foot is registered at a Saxone shop (without any obligation to purchase), and this does away entirely with the necessity of a visit when ordering. Courtesy with such quality as Saxone connotes is indeed a happy combination.

SEAT-STICKS FOR SPORTSMEN.

A seat-stick is an essential part of the outfit of most sportsmen, and the "Perfect," made by Messrs. Brigg and Sons of 23, St. James's Street, London, S.W., in three forms—as an ordinary stick, a telescopic stick or as an umbrella—has been more popular than ever this season. It was to be seen on every racecourse and even in the arena at the International Horse Show. An improvement which is meeting with much approval is a detachable rubber end to screw over the spike when it is required to use it on hard surfaces.



SEAT-STICKS AND THE NEW RUBBER END.

FOR HOT WEATHER.

"Colonice" (solidified eau de Cologne), price 2s. 9d. per tube, post free, made by Messrs. Dubarry et Cie., 81, Brompton Road, S.W., has a most refreshing and cooling effect when rubbed on the forehead or hands, and is much appreciated by travellers. The same firm is also manufacturing "Nilodor," a preparation free from oil or grease which cannot harm the most sensitive skin and regulates excessive perspiration without any ill effects.

THE OPINIONS OF WELL KNOWN PEOPLE.

There cannot be many articles in general use the proprietors of which could print a book such as that issued by the manufacturers of De Reszke cigarettes containing the praises of their wares from the pens of two hundred and twenty-four celebrities. To look down the lists of names is something like looking through the pages of "Who's Who," and among these celebrities are all sorts and conditions of men and women. His Majesty King Manoel of Portugal is reported to have tried them and found them "very good," Mr. Arnold Bennett says he will "be obliged if you will send him another box," Mr. Claude Shepperson declares "they are excellent.

LIEUT.-COL. G. P. MILLS AND THE ASTER ENGINEERING COMPANY.

Lieutenant-Colonel G. P. Mills, D.S.O., M.I.M.E., M.I.A.E., has been appointed chief engineer to the Aster Engineering Company (1913) Limited.

EAU DE COLOGNE.

One need not have visited Cologne to know the Hansa Platz brand of Eau de Cologne, made from the recipe of Johann Maria Farina, and its refreshing and delightful fragrance and how long its sweetness lasts. Its delicate perfume is attained by a pleasant mixture of plant and flower odours and does not develop an overpowering smell of evaporating alcohol, as do so many imitations of the original Eau de Cologne. Not so well known, but quite as desirable for their purpose, are the Eau de Cologne smelling salts in wickered bottles made by the same firm; and Eau de Cologne soap and tooth powder will both be appreciated by everyone sensitive to the charm of this exquisite perfume.

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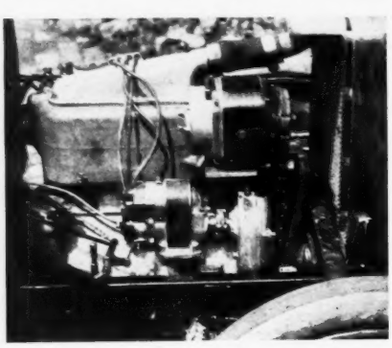
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THE ASHTON-EVANS 10 H.P. CAR

THE Ashton-Evans is a newcomer to the light-car world which we have already dealt with briefly, and in our previous mention of it we referred to the unusual suspension which is the dominant feature of a quite interesting chassis. Although the car is only just making its *début* on the market, its conception dates back to 1914, the reason for the postponement of its materialisation being obvious. Its design is clearly the work of a man who understands not only the technicalities of automobile design, but the demands of production, which latter is in the case of the Ashton-Evans car the work not of a new firm, but an old established engineering concern. The manufacture of the car is indeed an offshoot of the enterprise of Messrs. Joseph Evans, Limited, of Birmingham, well known and old established general metal workers. With the exception of the springing, there is nothing unorthodox in the design of the chassis; and the springing itself is not entirely novel in main principle, although it has not been previously applied successfully and in precisely its Ashton form to a light-car chassis.

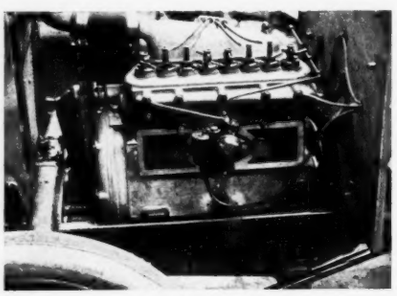
The engine is a Coventry Simplex specially made to the order of the light-car makers, and the name is in itself sufficient guarantee of soundness of design and quality of workmanship in the most vital component of the chassis. The four cylinders have a bore and stroke of 66mm. by 109.5mm., giving a R.A.C. rating of 10.5 and a total capacity of 1,498 c.c., so that the car is just within the official limitation of the light-car class. The cylinder head is of the usual L type, the valves being enclosed by the common detachable cover on the near side of the engine. Two bearings are provided for the crank-shaft, each being 1⅜ins. in diameter, and the crank-shaft itself is enclosed in a single piece aluminium



OFF SIDE VIEW OF THE ASHTON ENGINE.

Showing the position of the magneto, oil filler and dynamo (which is an extra), and also the curved water intake to the cylinders. The position of the steering box is notable.

crank case. The cam-shaft drive is by silent chain. The alleged attractions of aluminium pistons have not succeeded in seducing the designer from the safer allegiance to the better proved cast iron; and the pistons have three rings, while the gudgeon pin is fixed in the piston and floating in the small end of the connecting rod. Lubrication of the engine is by pressure as regards the crank-shaft, which is hollow, so that lubrication to main and big end bearings is direct



NEAR SIDE VIEW OF THE ASHTON-EVANS COVENTRY-SIMPLEX ENGINE.

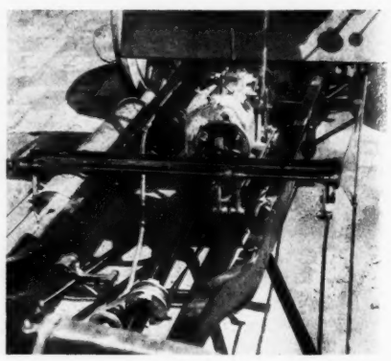
Showing the carburettor, the proximity of the induction and exhaust manifolds and the mounting of the front springs.

and under pressure, and thence the remainder of the engine is lubricated by splash, the pump being enclosed in the sump and driven by a vertical shaft through skew gears from the cam-shaft. The oil filler, which incorporates a breather, may be seen in the view of the near side of the engine.

Carburation is by Zenith carburettor, the inlet manifold being bolted close up against the exhaust manifold, so that it is maintained at a temperature which ensures adequate vaporisation of the charge. Ignition is by high tension magneto, mounted on the off side of the engine and driven from the timing gear case through a Hardy fabric flexible coupling. The magneto itself is mounted on a platform which forms part of the crank case in a position that makes the contact breaker and distributer particularly easy of access. Engine cooling is by thermo-syphon, and no fan is fitted as standard; and from experience we can say that the engine cooling is perfectly efficient, although we should have judged from an inspection of the cooling arrangements that the acute right-angled bends of the intake pipes from the bottom of the radiator to the cylinders might have militated against the best results. Practice, as we say, proves that this is not the case. Although the engine is a Coventry Simplex, we have pointed out that it is specially made to the requirements of this car, and one of the deviations from ordinary Coventry Simplex practice consists in the tapering of the flywheel, which has the effect of bringing the weight of the rim well forward of the central point of the flywheel, so that the load is practically concentrated on the generous rear bearing of the crank-shaft, specially strengthened to accommodate it.

On the cars at present being turned out from the factory the clutch is of the leather inverted cone type, but in future models the leather is to be replaced by Ferodo. The clutch-shaft has a pair of Hardy flexible joints, which are repeated at each end of the propeller shaft. There is no doubt that the fabric flexible joint is rapidly ousting the metal type for light-car chassis, and on the Ashton-Evans at any rate this type of joint has proved itself satisfactory in practice.

Next to the springing the most striking characteristic of the Ashton-Evans chassis is the gear-box, which is of the constant mesh type. The pinions are always in mesh, and the effective engagement of any pair to ensure the required ratio is obtained by means of sliding dog clutches. This type of gear construction undoubtedly makes for the maximum simplicity and ease in handling, and we must confess ourselves as pleasantly impressed with the handling of the Ashton-Evans gear lever, although from a little experience that befell us when driving the car up Brooklands test hill we would suggest that the selector mechanism at the base of the gear lever would do with strengthening. The change, as one would expect with this type of gear-box, is extremely easy at any speeds, and although one is at first rather surprised by the double click that takes place as one goes into second gear when changing up, one soon realises that it is a thing very different from, and much preferable to, the grating that often accompanies a change up on a gear-box of more conventional design. The gear lever together with the hand-brake lever are centrally disposed on the chassis, and although we ourselves do not favour this disposition, it is largely a matter of personal taste and one for which many drivers express their preference. As regards the use of it, there is certainly little to choose on the score of ease of handling, and one can as rapidly accommodate oneself to the central change as to the right hand change that is still by far the commoner. The gate through which the gear lever moves is



SEMI-PLAN VIEW OF THE CENTRAL PORTION OF THE ASHTON-EVANS CHASSIS.

Showing the disposition of the gear and hand-brake levers, the reverse catch for the former and the large inspection cover for the gear-box.

mounted on the top of an independent cubical box on the top of the gear-box proper, and on the rear face of this is mounted a very useful trigger to prevent the accidental engagement of reverse. When one requires to drive the car backwards one pushes over this trigger with one's fingers, and then the lever may be

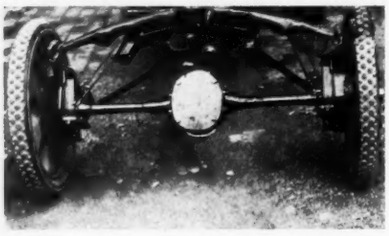
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TRADE MARK.

put into the reverse position. Otherwise it is impossible to engage reverse gear. As soon as one has finished driving the car backwards and is ready to go straight ahead, the trigger is put into the locking position and the lever may only be worked



DETAILS OF THE ASHTON-EVANS BACK AXLE.
Showing the mounting of the rear spring and the cover through which the differential may be removed complete.

through the first, second and third positions.

While on the subject of the gear-box we may refer to the question of ratios which, on the car that we sampled, were 4.7 on top, 6.7 on second, and 10.5 on bottom. The engine has quite unusual "revving" capacities and pulling powers, and we are strongly inclined to the opinion that a raising of second and third ratios would be beneficial, an opinion which is strengthened by the fact that the car easily mastered Brooklands test hill on second gear. We took the hill at about 20 m.p.h. at the bottom on this gear and noticed very little falling off in speed until we were within 10yds. or so from the top. It was really a very fine performance, although, as we say, it struck us as indicating that the engine would have taken a considerably higher second gear. On the other hand, it is only fair to point out that the car we took up was fitted only with a test body, which certainly would not be so heavy as the standard and generously sized two-seater body with which the car is fitted, so that possibly the gear ratios may not be so very much on the low side after all. But once again we felt from the "revving" capacity of the engine that it should be capable of a much higher speed than that which we succeeded in obtaining on the track, our speed for the lap being just over 43 m.p.h. To those who are inclined to consider this performance as not so striking as it might have been we would point out that a chassis straight from the erecting shop that has not undergone even its preliminary road testing and subsequent adjustment is not the chassis on which one should form one's firm opinion as to the behaviour of a car. The speedometer recorded a total mileage of only some 200, and as this had been accomplished without any road we maintained 25 m.p.h. without the slightest discomfort, and this in spite of the fact that the car was fitted with an unupholstered and very bare test body, as illustrated in the view of it in its really surprising performance on the test hill. The suspension arrangements are completed by steel disc wheels, which, of course, are detachable, the size being for 700mm. by 80mm. tyres.

All brakes operate on the rear wheels and are of the internal expanding type. Both hand and foot brakes are fully com-

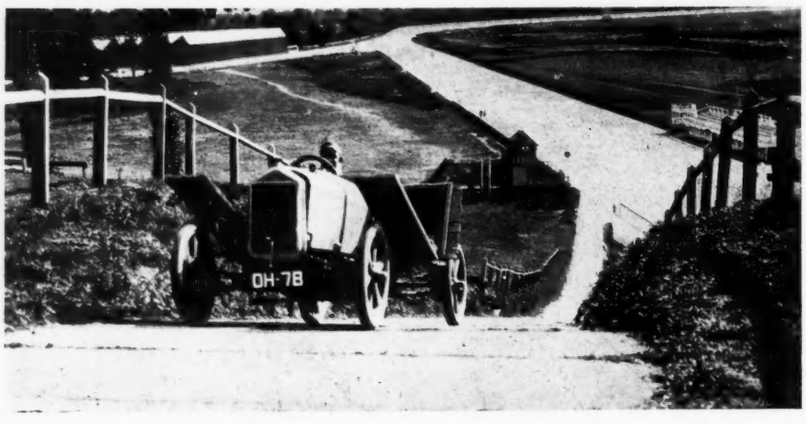


ASHTON-EVANS LIGHT CAR, FRONT VIEW.
Showing the transverse springing.

pensated in their action, and we were very much impressed by the quite surprising efficiency and smoothness of the former. The latter was rather apt to stick; this, of course, being a minor derangement easily explainable by the circumstances already described under which the chassis left the works.

The steering is the conventional worm and worm wheel type, but the position of the steering box is certainly unusual. This is positioned outside the main chassis frame and is quite close to the front axle. Also it is only a few inches above the ground, and we should imagine that the dirt that will inevitably accumulate when travelling over wet roads might be inclined to find its way into the box and cause undue wear. Theoretically, of course, no dirt can find its way into the steering gear-box, but it is well known, although quite surprising, how means of ingress for undesirable materials are apt to develop on any part of a chassis.

Reviewing the Ashton-Evans as a whole it is undoubtedly a very promising newcomer to the ranks of the light-car world, and one that all small car users should welcome. Its standard body is unusually roomy and can easily accommodate three passengers, although it is here that one immediately comes up against one of the most serious objections to the centrally disposed gear lever. The price of the car is decidedly on the high side for one of its class, although we imagine that if the makers are not compelled to advance their present price of £535 complete with dynamo lighting, but without electric starter, most other light cars will very soon catch it up in the price race.



THE ASHTON-EVANS CAR AT BROOKLANDS
Completing its second gear climb of the test hill from a standing start.

REAL SERVICE

WE have all heard much during the last few months about service as applied to motorists and motoring. Generally it has been a service offered by the manufacturer to the purchaser of a car after delivery has been taken, but there is another aspect of service which, in many cases, at any rate is apt to concern the private motorist more than that offered by the manufacturer. We refer to the service offered by the agent from whom the car is purchased. Generally speaking, the private motorist does not purchase his car direct from the manufacturer. Our experience rather inclines us to the opinion that a wise motorist never does unless he happens to live in the vicinity of the factory where the car is made. The man living in London buying a car made in Coventry direct from the manufacturer has to communicate with Coventry whenever he wants advice, any small job done or a replacement part. If he buys the car through an agent in his own locality, that agent is nowadays often

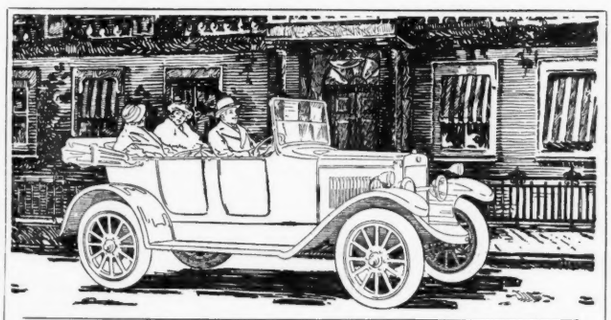
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122, New Bond Street, W. 1



MORE MILES PER GALLON

TWENTY-EIGHT miles to the gallon of petrol is a better-than-usual average for a five-passenger touring car.

That is the Overland's average—28 to 30 miles per gallon over hill and dale—and many good drivers get more.

The Overland is designed and built for this purpose. It gives:

–28-30 miles to gallon of petrol.
–1,000 miles to gallon of oil.
–3,000 to 10,000 miles to the set of tyres.

because of its light weight (16cwt.) and its three point suspension Triplex springs which make the car buoyant and easy-riding on the road.

In every detail, the Overland contributes to upkeep economy. Its springing protects the mechanism, cuts down repair expense and lengthens tyre life. Its hard-baked, finest enamel finish outlasts many coats of paint.

Quantity production, further, keeps down the Overland price: £495 for the Touring Car or Roadster, with complete equipment, including Auto-Lite Electric Starting and Lighting.

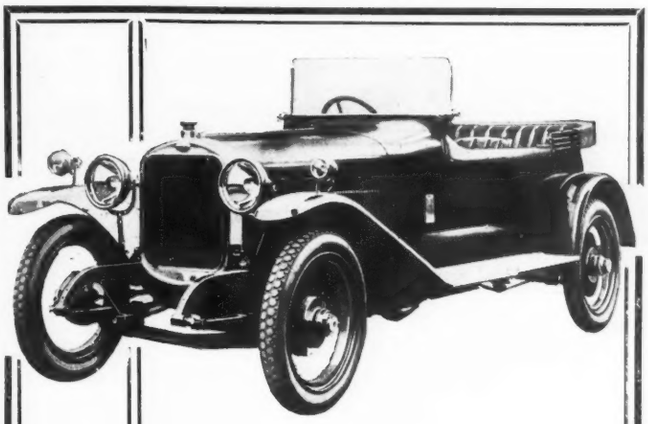
Ask the Overland dealer in your town to show you this car of proved economy. Four models: Touring, Roadster, Sedan and Coupe. An interesting catalogue will be mailed on request.

Agents in all the principal cities of the world.

WILLYS-OVERLAND Ltd.
151-153 Gt. Portland St., London, W. 1

Overland

RIGHT-HAND STEERING



THE SUPREME

SUNBEAM

The Car of Distinction

To attain the highest level of excellence in every respect is the aim of the makers of the Sunbeam. That such a level has been reached is the unanimous verdict of both Press and Public

The 6-cyl. Sunbeam made fastest time in the unrestricted race at the Midland Automobile Club at Shelsley Walsh. At Essex Motor Club speed trials, Capt. Geach, driving the 6-cyl. Sunbeam which was so successful at Brooklands, made the fastest time over the course

THE SUNBEAM MOTOR CAR CO., Ltd., WOLVERHAMPTON

Manchester Showrooms: 106 DEANSGATE

Southern Service and Repair Depot:

Edgware Road, Cricklewood, LONDON, N.W. 2

Telegrams: - - - - "Sunoserv, Crickle, London."
Telephone: - - - - - - Willesden, 3070

London and District Agents: J. Keele, Ltd. 72, New Bond Street, W.1

SUNBEAM-COATALEN AIRCRAFT ENGINES

ready and even willing to do what he can to maintain the car in good condition, and, our experience teaches, is willing to see a certain amount of his profit disappear in work done on the car that he has sold. The modern agent is getting to realise that a satisfied customer is the very best advertisement he can have, and his recognition is becoming a practical thing.

Also as a tendency of the times is the forming of large organisations to take up the work that has previously been done by a comparatively small garage or showroom. Only the large organisation with its big scale purchasing, its proportionately low overhead charges and the high standard staff that it can employ is able to cope with modern conditions and modern difficulties, and the latest development in this direction is one that gives every promise of big success, its name being Surrey Motors, Limited.

A chain of depots is in course of establishment over Surrey and also branching out into Sussex. The head establishment is at Sutton, and accompanying the showroom there is a finely equipped workshop capable of dealing with any repairs to any type of automobile, no matter how comprehensive. Other establishments already in existence are at Clapham, Guildford, Brighton and Hove, to each of which is attached a repair department for dealing with immediate work, while more extensive jobs will be passed on to the Sutton depot for any treatment they require, no matter how elaborate. Private cars alone do not constitute the whole of the business of this firm, for all types of commercial vehicles and farm tractors come within their purview, and, indeed, farm tractors are forming a very important section of their work, the service that is being offered to private cars also being extended to farm tractors in the locality of the various depots. The idea of a chain of such depots as this which will not only supply but maintain any type of mechanically propelled vehicle on wheels is an innovation that all kinds of users must inevitably appreciate. The farmer may obtain his tractor from one of the depots, and he has at his beck and call the benefit of the experience of the firm's experts, among whom is, particularly, one with extensive farm tractor and farming experience. The names of the promoters of the scheme are in themselves adequate guarantee of its soundness. Mr. Frank Lanchester, the retiring President of the Society of Motor Manufacturers and Traders, is one, and Mr. W. Rees Jeffreys, the late Secretary of the Road Board, is another, and the latter is apparently not forgetting the opportunities that may arise in the course of his new occupation to bring home to various local authorities the significance and importance of good local roads, which, it was very refreshing to note, was a thing fully appreciated by the local authorities of Guildford, where an inaugural luncheon was recently held on the opening of that branch depot.

A CONCESSION TO MOTORISTS

MANY motorists are apt to complain that the Royal Automobile Club is not active enough in the interests of the car-using public, but are only concerned in the social side of power road transport. We Englishmen are a modest race and seldom care to have our doings publicly recorded if we can avoid it, and the same spirit applies to many of our leading organisations. As a matter of fact the R.A.C., though much maligned, is always doing good for the benefit of motorists generally and is not the selfish "members' organisation" that many think it is because they hear of Club enclosures at Ascot and Goodwood and similar privileges for its members. The following letter that has been addressed by the Secretary of State at the Home Office to all the Chief Constables in England and Wales is a case in point:

SIR,—In connection with the measures that were taken recently to stop and examine motor vehicles in order to check the use of indistinguishable identification marks or other offences against the Motor Car Act, it has been represented to the Secretary of State by the Royal Automobile Club that in some cases inconvenience and unnecessary loss of time were caused to motorists by their being stopped several times on the same day and required on each occasion to produce their driving licences and to give particulars as to the ownership of the car. It is suggested that the need for repeated examinations might be avoided if, when a motor vehicle is first stopped, the police were to furnish the driver with a note stating that particulars had been taken; and that apart from any special circumstances further examination should be dispensed with on production of this note.

This suggestion appears to the Secretary of State to be a reasonable one. It has already been followed by the Metropolitan Police and also, the Secretary of State understands, by some county and borough police forces; and he desires me to suggest that a similar practice should be adopted by other forces if it should be decided to institute a general examination of motor traffic on any future occasion. A copy of the Form of Note used by the Metropolitan Police is enclosed.

I am, sir, your obedient servant,

(Signed) EDWARD TROUP.

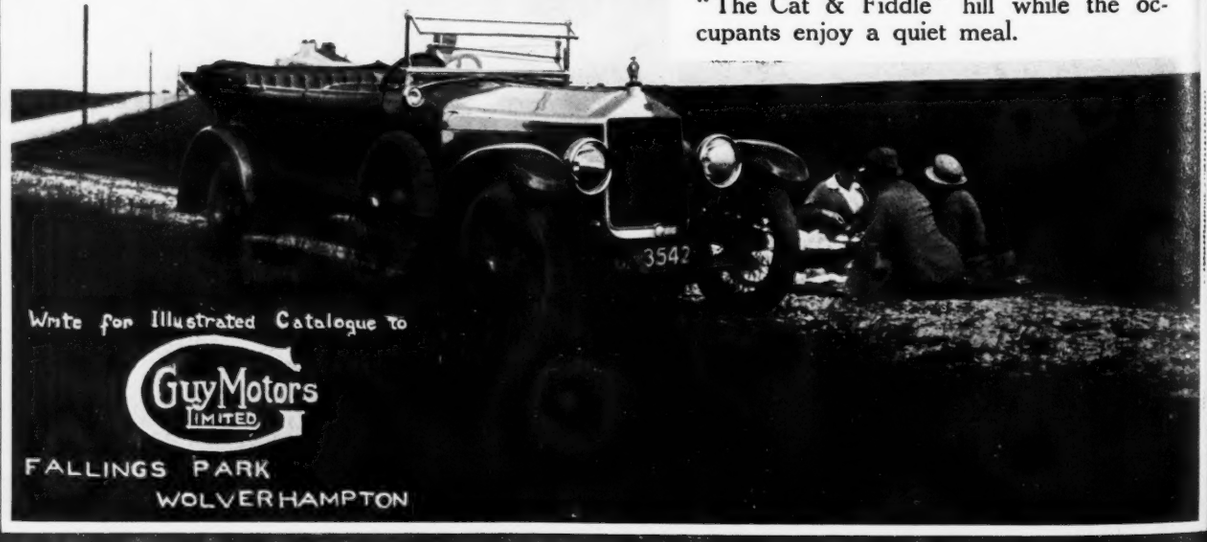
July 22nd, 1920.

Motorists will welcome this concession that the R.A.C. has obtained on their behalf, as, in bad road conditions, drivers of cars have been stopped on their journey sometimes as many as six or seven times because the numbers on

"GUY" 20H.P. 8CYL. TOURING CAR

The Car of Quality and Luxurious comfort, possessing a good turn of speed, remarkable climbing power, together with flexibility which allows driving in the slowest traffic without gear changing, and is really accessible, easy of adjustment and low on upkeep.

Our illustration shows a "Guy" 5-Seater Touring Car drawn up at the top of "The Cat & Fiddle" hill while the occupants enjoy a quiet meal.

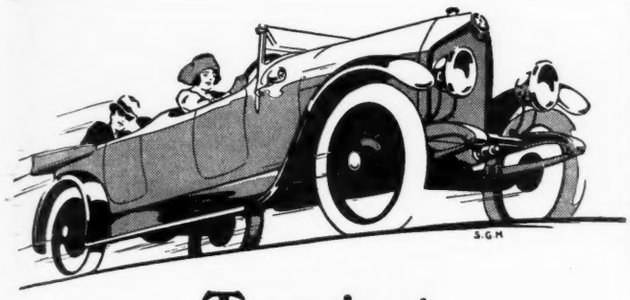


Write for Illustrated Catalogue to

Guy Motors LIMITED

FALLINGS PARK

WOLVERHAMPTON



Touring

THE following is an appreciation forwarded by a Crossley owner on completion of a Tour in the Lake District. It illustrates again the high degree of satisfaction the Crossley car consistently gives, and adds still further to that confidence which is a marked feature of Crossley ownership.

"Having recently completed a fortnight's tour in Lakeland with four passengers, I am writing to express my satisfaction with the 25/30 R.F.C. Crossley. Apart from the power and flexibility of the engine which runs like a six, its speed on hills and smooth running qualities, its best feature from a driver's point of view is the comfortable driving position and ease of control—and from the passengers there was nothing but praise for the delightful suspension.

The need for this was emphasised on the Doncaster - Wetherby Road, the surface of which was appalling. During the 800 mile journey I only had to add one quart of oil to the engine, which speaks volumes for its efficiency.

You are at liberty to make use of this letter in any way you wish."

WRITE for information concerning Crossley Cars. Full particulars including specification will be sent on application.

CROSSLEY MOTORS, LTD., Builders of Quality Cars, MANCHESTER.

Crossley

PALMER POINTS No 9

Tests



PALMER CORD TYRES

WE have dealt with this point many times before, but in these days of high petrol prices, reiteration is not out of place. Comparative Petrol consumption, speed and coasting tests at Brooklands made under exactly equal conditions of axle load, tyre pressure, etc.

PROVE (a) Palmers to yield more mileage per gallon of petrol.

PROVE (b) Palmers to carry the car (gear in neutral) over 50% farther.

PROVE (c) Palmers to be 7% faster with set throttle

THAN OTHER TYRES.

Send for copy of "Palmers, Petrol and Power" Post free from :—

THE PALMER TYRE, Ltd.
119/123 Shaftesbury Avenue,
London, W.C. 2.

And at Birmingham, Coventry, Leeds, Glasgow, Manchester and Nottingham.

LC 9



LETTERS *from* ANOTHER SELF-MADE MERCHANT TO HIS SON (and daughter-in-law)

With illustrations by JOSEPH SIMPSON and ALLEN SHUFFREY.

Dear Children,

Was delighted to get your joint letter and to learn that you were settling down comfortably at "Oakdale" after your little honeymoon tour on the Continent. Lucky that accident to the car happened on the last day or it would have marred the holiday somewhat. As to the car itself, it's insured with the right people, and you will get it back again in no time and as good as when it first left the maker's works. The Motor Union people don't believe in cheese-paring. They meet their claims promptly and liberally and give their policyholders every possible assistance.

So you have struck the domestic servant trouble already, have you? I fully expected this. These are very democratic days and you have to be careful if you don't wish to do your own washing up and scrub your own floors. The servant problem didn't agitate our brain cells to any extent when *we* first got married. We couldn't even run to the services of a charlady once a week, but we have made up for it since, and suffered many humiliations and much anxiety in so doing.



". . . . displaced stair-rods often cause accidents"

By the way, if you can persuade a servant or two to remain in the house you ought to have them properly insured. Slippery parquet and displaced stair-rods often cause accidents to servants, for which *you*, as employers, are held responsible in law, and in the case of a serious accident the call on your finances would be very heavy. Bob has had so many lectures on the subject of insurance from me that I expect he has already taken out a Domestic Servant Policy with the Motor Union Company, but I thought it just as well to mention it in case he has overlooked the matter in the excitement of the last few weeks. You will want a chauffeur for the car now, and he should be insured without fail.

Bob probably thinks I am a bit of a crank on insurance, but experience will prove the wisdom of my advice. The little accident to the car should bring the virtues of insurance home to him forcibly. You can insure almost anything nowadays except married happiness, but in your case I think that is a risk you can afford to chance.

Your affectionate
Father.

THE MOTOR UNION INSURANCE CO. LTD.
10 ST. JAMES'S STREET, S.W.

MU

St. James's St.

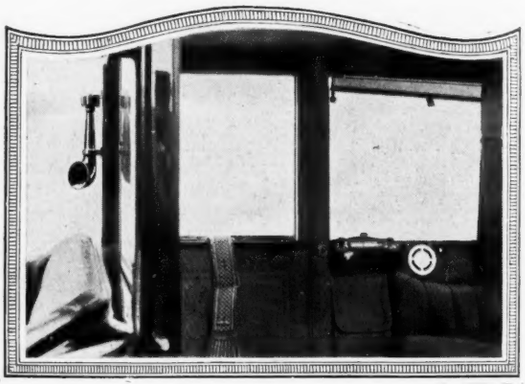
the identification plates of the car had become difficult to decipher, due to the muddy condition of the roads. Now, in place of being summoned six or seven times for the one offence on one day, they can only be "held up" by the police and summoned once, which is more just if somewhat annoying that they should be penalised at all.

It is understood that the Royal Automobile Club have under consideration the terms of a proposed new Motor Car Act to take the place of the present undesirable one, and the Committee of the Club that has the matter in hand is desirous of producing an enactment that will thoroughly safeguard His Majesty's lieges, yet will equally be just to the motor vehicle using section of the public. Any suggestions of amendment of the present Act should be addressed to the Secretary of the R.A.C. for the Legal Committee, who will be glad to receive same, as it is desired that, when the composite body, the Motor Legislation Committee, upon which the R.A.C. is represented, discusses the new Motor Car Bill, the interests of private motorists will be directly looked after by the Club. We feel that their interests require more careful watching to-day and in the future because of the increasing growth of the commercial motor vehicle. The day is fast coming when the private motor carriage will be greatly outnumbered by the goods carrying motor van, and as this country is ruled by the voice of majorities, it is necessary to see that the rights of the road are not in any way lessened for the minority. Already by the present Finance Act the pernicious principle of motorists contributing to the maintenance of the roads, formerly paid only through the Rating Authorities, has been established, and while the Minister of Transport assures us this is only a temporary financial procedure, experience has taught us it will be difficult to get it removed. For this reason it is the duty of all private motorists to support the Royal Automobile Club in their endeavours to get rid of this extra rating on the motoring community, as the Government pay far more heed to their considered recommendations than they do to any other body purporting to represent motoring interests.

FOR OWNERS OF CLOSED CARS.

ALTHOUGH most permanently closed cars, not intended to be driven usually by their owner, are fitted with a speaking tube as a means of communication between owner and driver, the fitting, it must be admitted, is seldom used. It is much quicker and surer, even if apt to be dangerous, to put one's head through the window and shout one's instructions in the driver's ear. The ordinary speaking tube is, in effect, more of an ornament than anything else, and of a very poor quality at that.

The Dictograph is an instrument recently introduced to replace the ordinary speaking tube and is electrically operated to act as a microphone so that the driver may easily hear what is said to him. The receiver of the instrument is placed in the interior of the car in any convenient position, and at the side of it are two buttons, pressure on one of which agitates a buzzer near the driver's ear, while pressure of the second puts the miniature telephone into circuit, and instructions spoken into the receiver in an ordinary talking voice with the mouth held at about fifteen inches away from the receiver are magnified at the other end, so that the driver has no excuse for not hearing all that is said to him. The Dictograph can, of course, be installed in any car and its two electrical batteries and call box take up very little room, while its receiver can be sunk in the upholstery so that it is scarcely visible.



A CLOSED CAR INTERIOR EQUIPPED WITH THE DICTOGRAPH.

ITEMS.

Cubitt Deliveries.—A statement recently appeared in the announcements regarding the Cubitt car to the effect that early deliveries were being made. The makers point out, however, that orders already placed with them are being filled in strict rotation. Production is going on steadily, and output is being accelerated as much as possible.

Mr. H. C. B. Underdown, chairman and managing director of Messrs. Commercial Cars, Limited, has been re-elected president, and Mr. E. M. C. Instone of the Daimler Company, Limited, has been elected vice-president of the Association of British Motor Manufacturers, Limited.

They Prolong Tyre Life

FEW tyre users realize that the life of a tyre depends to a very large extent on the quality of the inner tube. Yet such is the case, for the inner tube is to the cover what sound lungs and heart are to the human being. The service of a cover depends largely on the ability of the tube to carry air under every condition of travel.

SPENCER-MOULTON and WOOD-MILNE

INNER TUBES

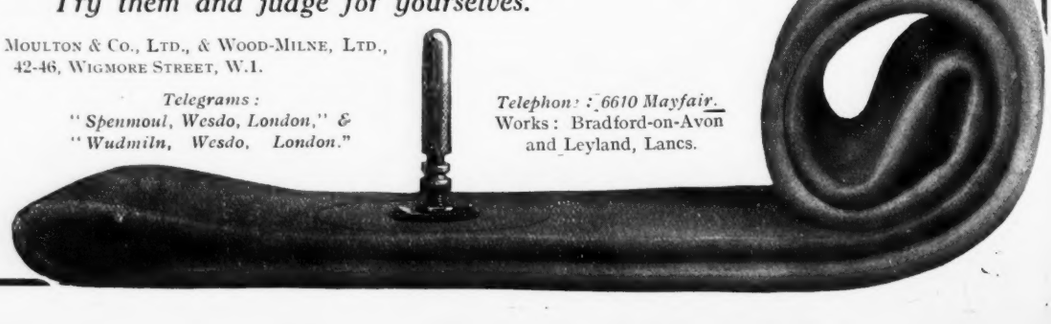
are genuine quality tubes specially designed to enable your tyres to function to their fullest capacity. They add 100% to the pleasures of motoring and halve your tyre bill. Moreover they are British throughout.

Try them and judge for yourselves.

G. SPENCER, MOULTON & CO., LTD., & WOOD-MILNE, LTD.,
42-46, WIGMORE STREET, W.1.

Telegrams:
"Spenmoul, Wesdo, London," &
"Wudmiln, Wesdo, London."

Telephone: 6610 Mayfair.
Works: Bradford-on-Avon and Leyland, Lancs.



An Opportunity to secure

The Finest Launch on the Thames

Practically new, Length, 37 ft. Depth, 3 ft. 6 in. Draught, 2 ft. 6 in. Engine, 4-Cylinder, 20 h.p. Coventry - Simplex. Ideal reverse gear. Mahogany carvel built and copper fastened. Dynamo lighting. Complete with all gear, etc., including dinghy.
Price £2,100 or near offer.





Also 25 ft. SAUNDERS LAUNCH, 15 h.p. Wolseley marine engine, just been repainted, in perfect condition.
:: Price £650 or near offer. ::

IMMEDIATE DELIVERY of both

For further particulars apply to:—

MALCOLM CAMPBELL
Telephone GERRARD 3376 (LONDON) LIMITED.
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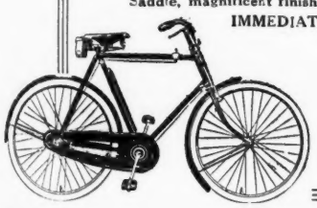
Humber

CYCLES

THE "Beeston" Humber (as supplied to H.M. the King) is a Superb Model—a really fine investment for those requiring a cycle of special distinction that will give, throughout its average 20 years of life, complete satisfaction. One purchaser writes to say that after riding 3,000 miles on his "Beeston" Humber it runs as well as when he bought it.

Three-speed gear, oil bath gear case, Dunlop tyres, Brooks Saddle, magnificent finish - - - - £24 0 0 net

IMMEDIATE DELIVERY CAN BE MADE.

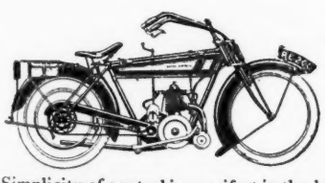


(Write for artistic catalogue with full particulars free.)

HUMBER LIMITED, Coventry
London: 32, Holborn Viaduct, E.C.
Southampton: 25 & 27 London Road
DEALERS EVERYWHERE.

11

An Ideal Lightweight Model.



The 2¼ h.p. Royal Enfield Two-stroke motor cycle is ideal for "solo work." It is very light yet exceptionally strong and embodies the Enfield Patent Two-speed and Free-engine gear, and Cush Drive Hub.

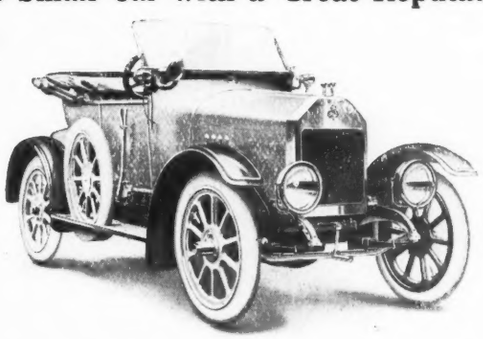
Simplicity of control is manifest in the highest degree—one lever only controlling the speed of the machine. Fixed ignition is used and in conjunction with the A.M.A.C. single lever automatic carburettor the riding attention is reduced to an absolute minimum.

Further particulars gladly sent on request.

The ENFIELD CYCLE CO., LTD., REDDITCH.

BMT B M T B M T B M T BMT

The Small Car with a Great Reputation



Swift cars everywhere have deservedly won the praise and confidence of their Owners, and in the great pre-war competitions gained special awards for their wonderful reliability and consistent performance. To-day, the tried and trusty 10 h.p. Swift stands out prominently in its class—the most economical, the most reliable and efficient, the light car *sans pareil* for endurance and long life.

SWIFT

Price with electric lighting, etc., exactly as illustration here **£550**

MANUFACTURED BY SWIFT OF COVENTRY, LTD. WORKS: COVENTRY.

SALES ORGANISATION—

BRITISH·MOTOR·TRADING CORPORATION LTD

DEPOTS: LONDON—20, 21 & 22, KING STREET, ST. JAMES'S, S.W.1 MANCHESTER—230, Deansgate; BIRMINGHAM—Coventry Road, Yardley; LEEDS—4, Duncan Street; NEWCASTLE-ON-TYNE—St. Thomas Street; GLASGOW—British Motor Buildings (formerly Zoo), New City Road; where complete Specifications, Catalogues and List of Agents, can be obtained. PARIS—39, Rue de la Chaussée d'Antin.
HEAD OFFICE—50, PALL MALL, LONDON, S.W.1.
Telegrams: "Brimotrade, Charles, London." *Telephone: Gerrard 8800.*

BMT B M T B M T B M T BMT

St. James's 10

THE DYNAMOMETER FOR THE LINCOLN TRIALS

THERE is a limit to the extent of the accuracy of the results obtainable from a tractor trial like that which is to take place at the end of September this year at Lincoln. The difficulty is that precisely similar conditions for a large number of competitors are unattainable, and even the smallest variation in a matter of this kind may produce effects quite out of proportion to the difference in the conditions. It is partly for this reason that I have always held that a purely competitive event is not only impracticable, but unfair to the competitors, as an element of chance is introduced which should not obtain when dogmatic statements as to the comparative merits of the machines tested are to be made.

Let us take, for example, the simple operation of ploughing. It is a straightforward operation, seemingly, and, quite rightly, is made the basis of any comparative tests of agricultural tractors. It might be thought that, provided that each tractor was set to pull the same type and make of plough, and if all were put in the same field, the results would be fairly comparable. If a perfectly flat field were to be selected, and if it were homogeneous throughout; if the tractors all ran at the same speed, and if all ploughed to the same width and depth, then the results would be comparable. But it will be observed that the comparison would only then be possible in respect of the fuel consumption, since the conditions have ensured that the acreage ploughed per unit of time will be the same for every tractor. Moreover, since all those machines will not be designed to travel economically at the one speed, little satisfaction will be afforded by the results which accrue from the test. As this is only one aspect of the matter, and as there are a great many such aspects, it is evident that the people who are responsible for the carrying out of a test on the lines of this year's trials have embarked on a work of considerable magnitude.

However, having decided irrevocably, as it seems, on a competitive test, the Royal Agricultural Society, who were responsible for that decision, and the Society of Motor Manufacturers and Traders, who have definitely made up their minds to collaborate with the senior body in this matter, undoubtedly took a step in the right direction when they decided to compel every competitor in any one class to operate the same type and make of plough. Considerable dissatisfaction, due, in the main, to misunderstanding, has arisen out of this decision, and I have been requested to elucidate one or two points concerning it.

The original decision to make that condition arose, as I have indicated, from a desire to arrange for equal conditions for all those machines which were directly in competition with one another. The trial is essentially one of tractors only, and not of implements. Having decided to use, in each class, one make of plough only, the next point which arose was, "which plough shall we select?" It was felt to be desirable to avoid, so far as possible, the making of any invidious distinctions between the various types of implement on the market, and several plans for making the choice were discussed. It was even suggested, I understand, that a composite implement should be constructed from various parts purchased from different makers, but this was regarded as going a bit too far. Eventually it was decided that, as a preliminary, foreign ploughs should be eliminated and only British ploughs used. The idea was not a very startling or original one, and although the elimination of the American plough naturally caused a little heart-burning among importers of those implements, it is obvious that the same grievance is anyhow to be meted out to all but a few—three, as it has turned out—of our British makers. I do not think the matter is one of great moment. It is certainly time that someone gave the British manufacturer a bit of a leg up. The R.A.S. of *England* at least is justified in making some such discrimination.

At any rate, by this simple process of elimination, the number of makes of implements from which the choice had to be made was considerably and conveniently reduced, actually, as it proved, to six, who offered to put their implements at the disposal of the society for the trial. This offer was by no means one to be considered lightly, as it involves in one case the provision of no fewer than twenty-eight self-lift three-furrow ploughs with an adequate supply of spare parts and the attendance of the necessary experts to ensure that they are set properly for the work.

The final selection was made on a basis of pure chance, the six names being thrown into a hat and those which were drawn out first being selected for the honour—and responsibility—of providing the implements. As is now pretty widely known, the selected ploughs are the Hornsby two-furrow, the Ransome three-furrow and the Martin four-furrow. It is important to note that the choice of these implements rested on chance only, so that while there is no actual merit attaching to the selection, it is equally true that the mere fact of a maker's plough not having been chosen does not in any way reflect on the capacity either of the plough or its maker.



A GENERAL VIEW.
The recording apparatus is carried in a small carriage which is coupled to the tractor by a cord.



This illustration shows the location of the oil-filled plunger.

In the endeavour to ensure that all the tractors in any one class shall operate

THE DRAWBAR DYNAMOMETER.

under equal conditions, the provision of the same type of plough for each is a step in the right direction. It does not, however, go far enough. It is impracticable to arrange that each and everyone of them shall work in soil of precisely the same consistency so that measures have to be taken to calibrate in some way or other the actual effort which each machine is exerting. The simplest way to do this is to ascertain the actual pull which is being exerted through the tractor drawbar. For this purpose what is termed a drawbar dynamometer is used, and in these important trials, to eliminate any possibility of error owing to differences in the actual reading of the instrument, it is arranged that the actual pull shall be recorded on a chart. Last year, as may be remembered, two of these dynamometers were used, one made by the National Physical Laboratory, the other being of American manufacture. The former was used for the measurement of the drawbar pull of the tractor when it was exerting its maximum, and for the purpose of arranging the pull a loaded trailer waggon was used with the dynamometer mounted on the front. When measuring the drawbar pull exerted while ploughing the American dynamometer was used, as being better adapted for the purpose.

The machine which will be used this year is a much better instrument than either of those used last year. It has been designed at the N.P.L., principally, I believe, by Mr. J. T. Hyde, under the supervision of Dr. Stanton of the Engineering department of the Laboratory. It can be used for measuring the drawbar effort in practically any circumstances which are likely to arise. The dynamometer itself consists simply of a barrel and plunger, which is inserted between the tractor and the implement or trailer which it is hauling. The barrel is full of oil, and as the tractor commences to move the pull which it exerts is transmitted to the oil as pressure. Communication is effected by means of a flexible pipe between the oil in the barrel and the recording apparatus, which is in principle simply a needle and pencil, the latter in contact with a sheet of paper wound on a drum. As the pressure waxes and wanes the pencil rises and falls and thus records the pull of the tractor.

CULTOR.

For Country House Lighting

The "Webber" has been designed to meet the demands for a simple, efficient engine of ample power with remarkable economy in fuel consumption, whether petrol, paraffin or gas.

The "Webber" is the product of the finest workmanship and the best materials. Every part is thoroughly tested, fully protected, yet easily accessible. The "Webber" is practically fool-proof, and requires little attention.

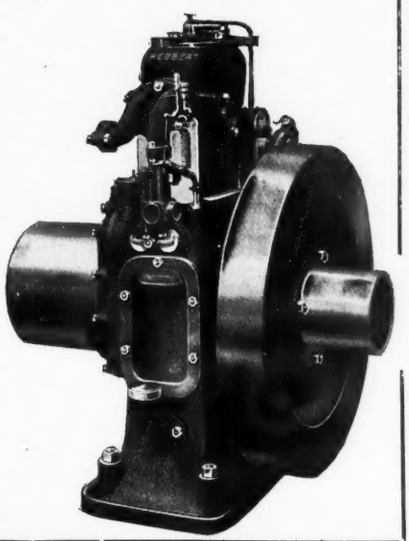
The ECONOMICAL 5-9 h.p. Stationary

'WEBBER'

(Ricardo Patents)

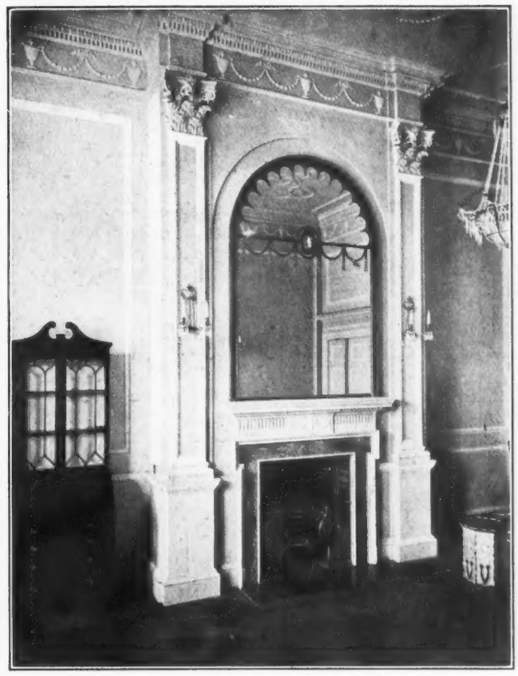
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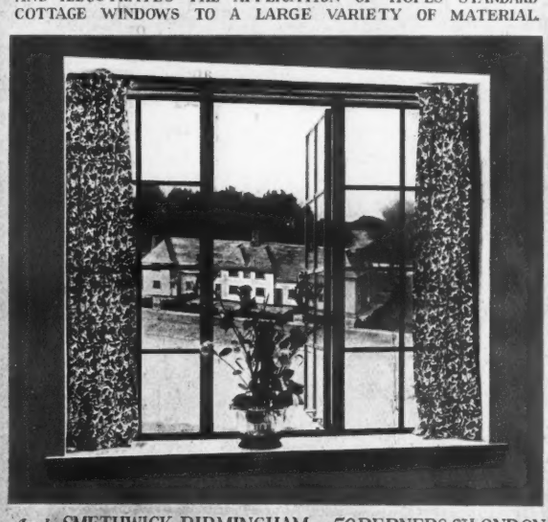
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IMAGINATION AND THE DRIVER

THE present summer has evoked a considerable outcry against motorists, and the technical journals vie with the police and with local worthies in denouncing our recklessness and discourtesy. There is even a new and growing demand for the imposition of some qualifying test before a man is granted a driving licence. The explanation is perfectly obvious. We are not on the average rude or reckless, as our critics suggest. We are merely too unimaginative to grasp all the *nuances* of handling a fast projectile on public roads designed to carry traffic no speedier than a stage coach and no thicker than it was in Mr. Pickwick's days. Want of imagination has always been more or less evident in motoring manners; it is the more pronounced in these days when thousands of men are disporting themselves at the wheel of their first car, when many others have just dispensed with a paid chauffeur for the first time in their lives, and when thousands more are handling much faster and quieter cars than they drove before the war.

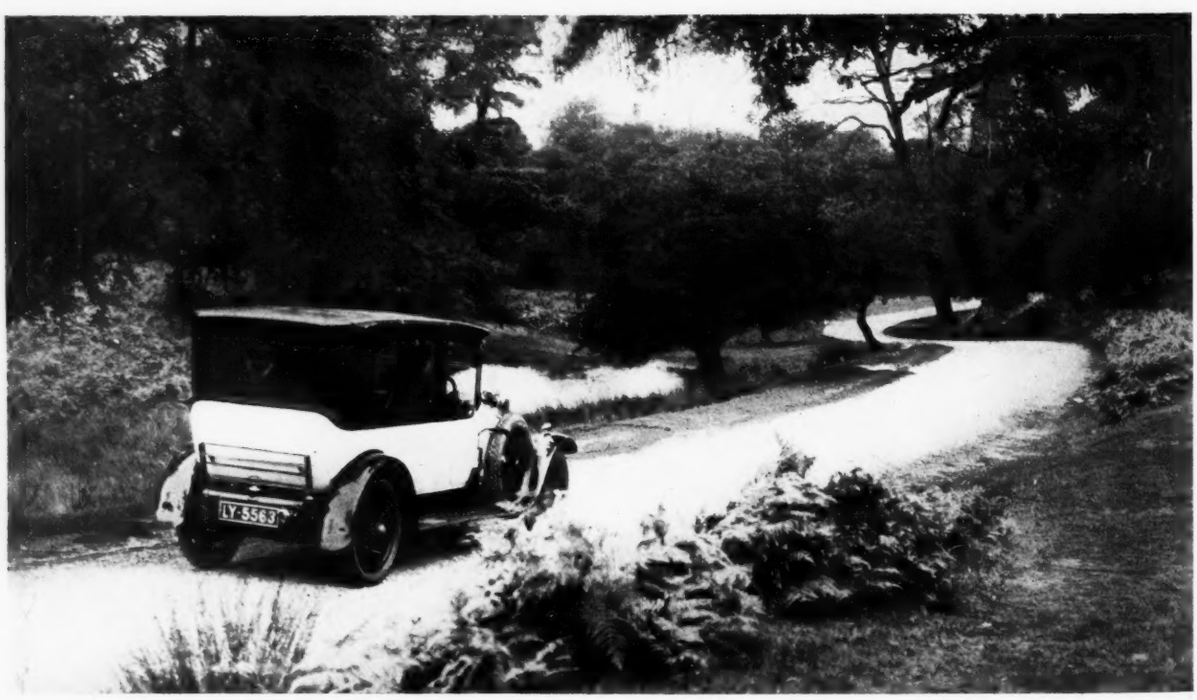
The simplest example of the average motorist's want of imagination is seen in the way many cars are handled on dusty roads. A little clump of cyclists is pedalling wearily up a long rise against a head wind. Their throats are dry, their clothes feel gritty and damp, their knees remind them of convalescence after a bout of fever. A motorist crests the brow of the hill to meet them. He has forgotten what cycling feels like under such conditions. He only perceives a straight, falling road before him; he snicks in his fourth speed and roars down the decline, smothering the toiling cyclists in his dust. Or again, he sees a car halted by the roadside, well in against the near hedge. Its crew do not signal for assistance, and have left plenty of room. He rips past at sixty and dredges their newly anointed tyre patch with a thick film of assorted road matter. Or again, since he always motors in light-hued Harris tweeds, he is oblivious of the disastrous effects of a thick dust cloud upon black cloth. Even on Sundays he will accelerate through a dispersing congregation, and foul the only decent frock or suit which many of them possess.

In muddy weather some of us are similarly callous. Equal care is incumbent upon gentlemen either on town or country roads. In paved streets a back tyre will flick liquid mud ten yards or so with ease. A spoonful of thin filth is unpleasant if it strikes the face; but it is heartbreaking when it splashes a poor girl's one and only "best blouse."

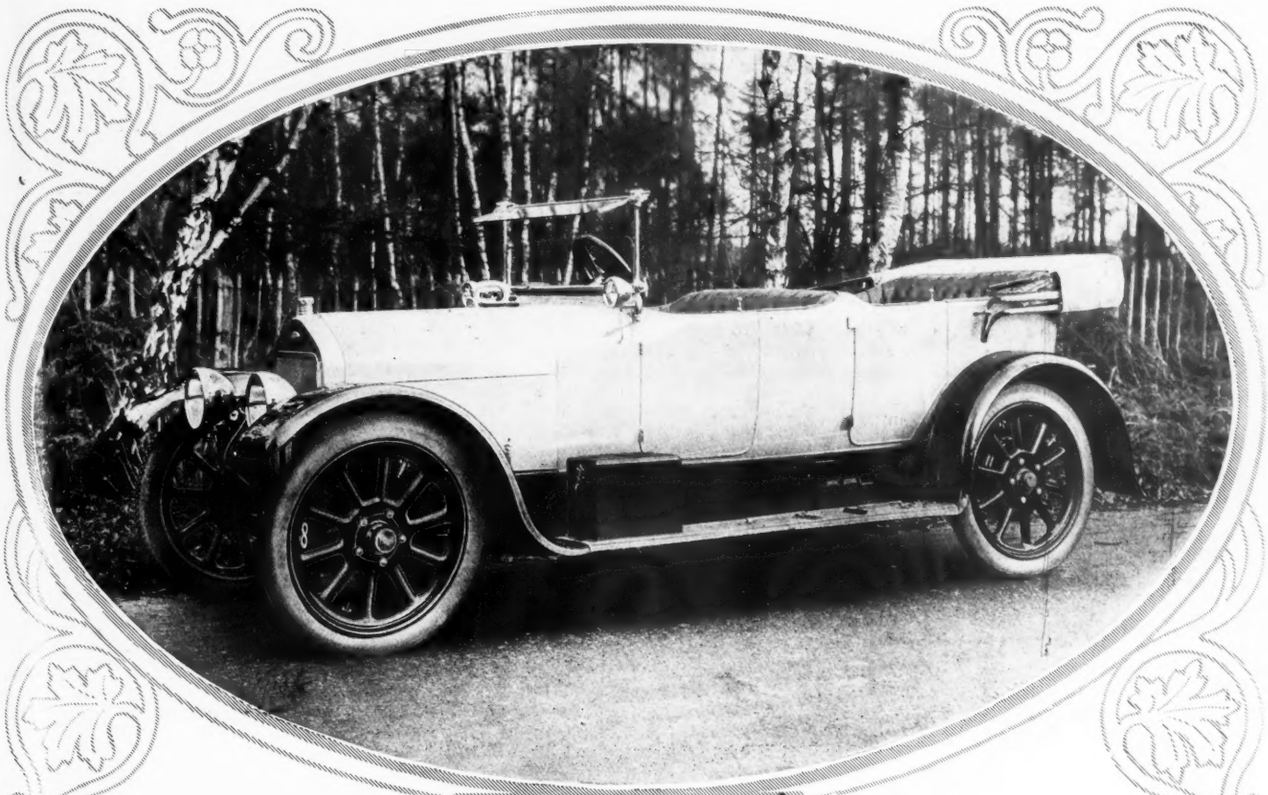
There are many other illustrations of these bad road manners, of which every long drive furnishes too many examples. They include volleys of hoots when passing hospitals or—on Sundays—places of worship; forcing obviously timid cyclists further off the crown of the road than is necessary; "stunt" driving of a kind calculated to affright, if not to endanger, less audacious road users; refusing to let faster machines pass; and the like.

Probably the present complaints mostly centre round driving methods which create danger rather than inflict inconvenience. Now that midsummer is with us, most motorists are planning tours, and the most interesting touring routes traverse districts where the roads are intensely dangerous. Such dangers are of two kinds, and arise respectively from gradients and from corners, which are not infrequently combined in the West Country and in Scotland. Genuinely dangerous corners have long since been improved out of existence in those districts where most motorists accomplish the bulk of their mileage; but in the remoter corners of these islands local funds are too scanty for the really perilous road junction to be pared back to give safe range of vision. Devon, Cornwall and the Scottish roads bristle with corners which require not only a five mile limit, but the strict observance of that limit; and it is by no means certain that such danger points will even be adorned with the familiar red triangle. The Midland or Metropolitan driver approaches these hideous corners in an *insouciant* spirit. He has never had a serious smash. There is no warning post. He is drinking in the view and chatting to a fair lady. It does not occur to him that the rock walls or the tall hedge combine with the tortuous lane to limit his view to three yards ahead. He is travelling at legal limit, and is not specially on the alert. There may not be room to pass anything wider than a cyclist. Another driver, in similar mood, is coming the other way. Both men have grown tired of sounding their hooters, and have come to regard blind corners in empty lanes as an amusing incident of this quaint district. Before either man can draw his breath the two cars meet head on.

When gradient is superadded to wildly incredible corners, the dangers are



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multiplied a thousandfold. The car which is going up the hill is almost certain to be overdriven, unless the driver is an expert; and expert drivers are not as common as some people fancy. Either the driver is anxious as to whether his engine will take the hill; or else he is displaying his power and speed; or else he is holding on to a gear and fending off the noisy crawl which will result from changing to a lower gear. The man who is descending the hill possibly enjoys small experience of 20 per cent. grades. He began coasting down the hill as gaily as if it had been Hindhead, never noticing that the fall of the country suggested an awful drop lower down, and forgetting that in such a district a 1 in 4 descent often terminates in a narrow skew bridge. Possibly, control is already partially lost. He cannot absolutely stop the car, so fast did he take the deceptive slope with which the precipice commenced, and he is struggling to prevent the pace from increasing. Both cars swing round a sharp angle in the road, and one of them knocks the other over the edge. A little imagination might induce the descending driver to eye the outspread breasts of the foothills before he lets his car go; a little imagination would restrain the ascending driver from taking it for granted that his road is clear.

Moreover, imagination should extend to the personality of other road users. In Surrey and Warwickshire we drive amid a public which is accustomed to heavy traffic and to speed on the road. Road users in general observe the rules of the highway. The highways themselves, if not laid out for fast traffic, have been largely re-adapted for it. Most road users show considerable presence of mind in any sudden emergency. Finally, traffic is sufficiently heavy to keep us all alert. But in the lanes of Cornwall or in any other distant summer resort, the exact opposite is the rule. The average road user, be he carter or local motorist, is deluded by prolonged experience into fancying that he is alone upon the earth. The roads are what they always were—hard tracks for farm cartage, on which no corner need mind being blind, since Dobbin's maximum speed puts collisions out of question. The King's writ does not run; there is one policeman in every ten parishes, his beats are known, and there is no need to light any lamps. The locals get uncommonly flustered if they are given a plain view of a car well under control 400yds. away; and in an emergency they can absolutely be trusted to do the wrong thing. The roads are the normal pasturage for the widow's cow, the favourite playing ground of all the children. In ten short miles the writer recently suffered the two supreme frights of his life. He rounded a sharp corner in a narrow lane on his motor cycle to meet a huge brown bear, which had slipped its chain while its owner was consuming some of his takings at the village inn. Returning later in a car along the same lane, he found a wide place completely blocked by two doll's tea parties in full progress across the very centre of the highway. It is nearly always the unexpected which produces a serious accident.

Conditions were never so full of peril as they are now. The percentage of casualties was overhigh in 1914. To-day the roads are genuinely overcrowded. There are two many fast vehicles upon them. If all the drivers were experts, great care would be necessary to avert an alarming tale of accidents when summer motoring reaches its zenith. Actually, a high percentage of present day drivers are very far from being either experienced or expert. Many of those who will take cars far afield are accustomed only to the amenities of suburban traffic, where the conditions are favourable, and where the often misdirected energies of the police have at least one wholesome effect in that they suggest an exaggerated caution. It is not childsplay to explore Dartmoor with a car, or to make a tour of the Scottish Highlands. The first requisite is a sound car, the second is a sane driver.

Finally, the modern car is perhaps more dangerous than its predecessors. For one thing it is so far silent that its approach down wind or from behind any natural obstacle is absolutely unheralded by any mechanical sound, unless the driver owns a penetrating alarm and uses it with judgment. Further more, the car of to-day is very fast. Its maximum speed inflicts no new dangers, for no man is fool enough to give a powerful engine an open throttle where road conditions are obviously unsuitable. The chief danger of a fast, quiet car is that its minor speeds are deceptive especially during deceleration. If a good six-cylinder is launched for a burst at express train speed and then slowed to thirty miles an hour as cross roads loom up ahead, the average motorist will estimate the speed at ten miles an hour, instead of thirty. He will suppose that if necessary he can stop dead in a very few feet; and nothing but a narrow shave will make him realise that he is actually doing thirty, and that he cannot pull up in less than several car lengths.

The police are too few in number and perhaps too ignorant of what constitutes real road danger, to shepherd the unimaginative motorist into better driving manners. We must police ourselves. It is the bounden duty of every experienced driver to take notice of every gross offence against road manners and road safety, and to bring the offenders to book in any effective manner. A quiet, tactful remonstrance is not resented by any driver, who is not a bounder. Fools and bounders are best dealt with otherwise. I have spoken of the need of imagination in driving. It is equally useful in bringing the roadhog to his senses.

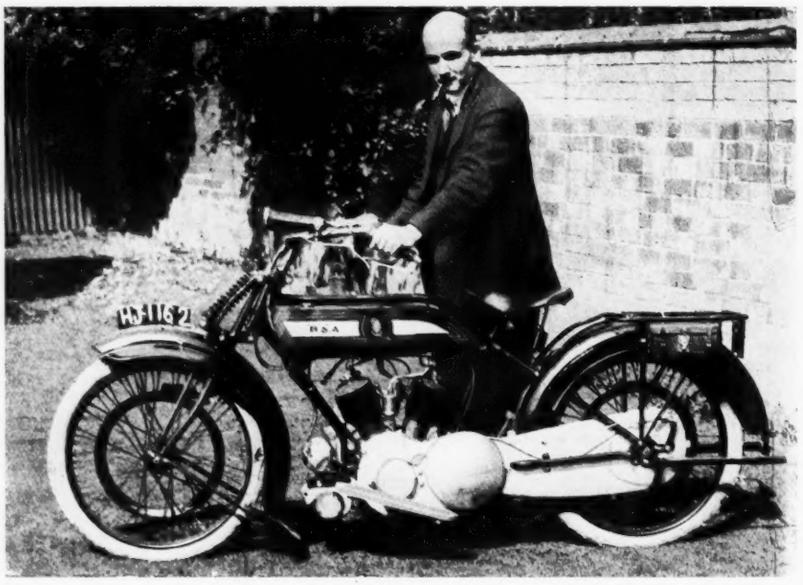
B. H. DAVIES.

AN EASILY HANDLED HIGH-POWERED MOTOR CYCLE

IT used to be said, and with a considerable amount of truth, that for solo riding the motor cycle of more than 3½ h.p. was apt to be appreciated only by the athletic owner. Recent experience with the new B.S.A. 7 h.p. twin has inclined us to a modification of our opinion in this respect which we confess was in agreement with the general view. This new model machine has 28in. by 3in. wheels and it weighs no less than 3 cwts., and yet we found it in practice one of the most docile and easily handled motor cycles that we have sampled. On top gear it could be throttled down and driven with perfect ease at not more than 6 or 7 m.p.h. On bottom gear its engine would tick over so slowly that there was not sufficient speed to maintain the machine in balance.

A more docile and easily controlled engine we have never ridden, and of standard engines, at least, we cannot think of any possessed of more kick and vim than this new B.S.A. twin. Every hill that we succeeded in finding turned out to be no more than a plaything for it. One expects a high powered motor cycle to climb practically anything on top gear, of course, but it is very seldom that one comes across a machine that will handle whatever is put up to it with such ease as the B.S.A. twin. The large proportions of the machine made it somewhat tricky on bad grease, but in fairness it must be added that in spite of its docility and ease of control the machine is not intended as a solo mount.

Our experience with it as a side car mount has yet to come and we are looking forward with pleasure to a test of what is undoubtedly one of the very best side car machines that has ever been offered to the British public.

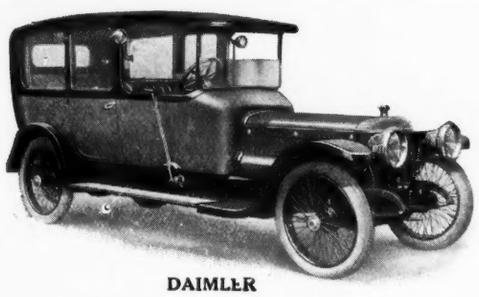


THE NEW B.S.A. 7 H.P. TWIN MOTOR CYCLE.
A particularly large machine robustly constructed throughout.

As will be gathered from the illustrations accompanying this note, not the least attractive of the features of the B.S.A. twin are its very large mud guards, those on both back and front wheels being of the same size and equally efficient on semi-flooded roads, as we found from experience. The cleanness of design is partly evident from the detail photograph, but it is not until one inspects the machine with care that one realises that not only is the detail clean, but it is also extremely well finished, a thing that unfortunately cannot be said of many of the motor cycles that have made their début this year. Such features as the B.S.A. front rim brake, which is there for use and not merely to impede the owner when repairing a front tyre puncture,

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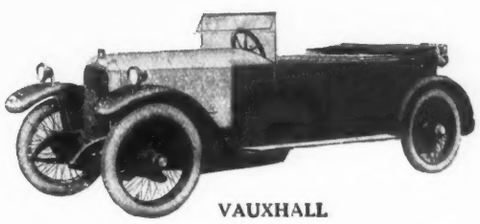
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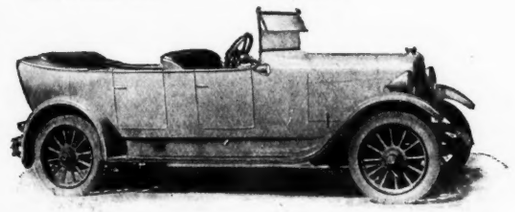
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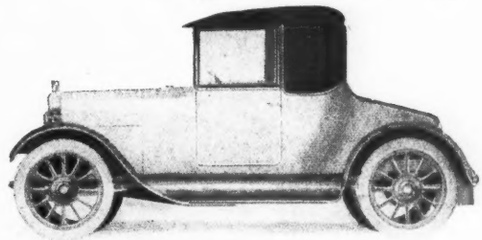
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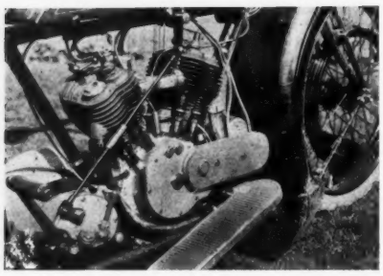
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The cleanness and accessibility of the B.S.A. engine and gear box are well illustrated in this view, which also shows the very generous front mud guarding and the sensible design of the front wheel brake. (The wheels are quickly detachable and interchangeable).

and the well known B.S.A. spring forks are, of course, retained although as regards the latter we think that a certain strengthening of the spring might be desirable as on one or two very bad pot holes in the neighbourhood of the B.S.A. works, where such things abound, the front wheel was bounced up to the limit of the spring.

The starting of the large engine was extremely easy under all conditions as soon as one had mastered the knack of the kick starter, although it struck us that the leverage offered by this latter might be usefully improved, for at present one feels when using the kick starter that a few extra inches of travel or a little higher gearing between starter and engine would be very useful improvements.

THE ROAD TRAFFIC BILL.

IT was but a very short time after the famous emancipation day of 1896 and the Motor Car Acts of 1903 that it came to be realised that the first of these events had inaugurated a period of far more significance than those taking part in it had realised, and that the second, however long it might exist, would very soon become an anachronism of the most annoying kind. The legislation that motorists are compelled to endure at the present time is legislation that, introduced as it was in the spirit of the last century, is essentially absurd and futile. This is not the place to deal in detail with the various criticisms—almost innumerable criticisms in fact—that can be raised against the Motor Car Acts of 1903 as applied to modern conditions. We have dealt with some of the shortcomings already, and we have in hand an article dealing expressly with one much-needed reform, namely, that concerning the issue of driving licences. Accidents, it cannot be denied, are increasing on the roads, and to some extent these may be attributed to the state of our laws.

The Motor Legislation Committee is a body to which we have made many references in these pages, mostly to its credit. Its chairman is Sir William Joynson Hicks, M.P., a born fighting man and the head of a leading motoring organisation, the Automobile Association, which exists and flourishes mainly by virtue of its vigorous attacks on things that it considers need attacking. The Motor Legislation Committee nominally represents all bodies concerned with the welfare of motorists of every class, and last week it produced a draft measure entitled the Road Traffic Bill which it has submitted to the Ministry of Transport for introduction to Parliament during the next session. Presumably the measure will meet with the opposition that is always lying in wait for anything that hints at a suggestion of amelioration of the motorist's lot, and presumably also we shall have some representatives of motoring bodies following the lead given by Mr. A. R. Atkey, M.P., the representative of the Motor Traders' Association, who recently voted in favour of the unfair and absurd Government proposals for the new taxation of motor vehicles that have now become law. Nevertheless, there is a reasonable hope that the present law as regards mechancially propelled vehicles on the road will undergo drastic modification, whether all the wishes of the Motor Legislation Committee are granted or not.

The bill has very wide scope, and it is divided into three parts, the first dealing with road locomotives, the second with commercial vehicles, and the third headed "general" deals with the type of vehicle usually employed by the private motorist, *i.e.*, the ordinary car and the motor cycle. The first important change to be noted is in the section dealing with driving licences. At the present time any motorist may be stopped on the road and asked to produce his licence. If he fails to do so he is guilty of an offence even although he may have a current licence which, for instance, he may have left at home or temporarily mislaid. The new Bill allows him seven days' grace in which to produce his licence. The age limit for licence holders is the same as at present, *i.e.*, fourteen years for a motor cycle, seventeen for other vehicles. We shall have something to say on this aspect of the case in the article on driving licences to which we have referred.

THE QUESTION OF SPEED LIMITS.

The speed limit of 20 m.p.h., as well as special speed limits in certain areas, is to be abolished except as regards 'heavy cars,' whatever may be understood precisely under this classification. The question of the wisdom or otherwise of the abolition of a definite speed limit is such a big one that we cannot now enter into a discussion on this important point and will

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MY trial of the new 25 h.p. Vauxhall for these articles, which took place a few days ago, was one of the most interesting I have ever carried out for *The Daily Mail*. Looking back on the day's run, I find it difficult to give any definite reason for this, beyond the unfailing joy I always get from driving a really good car. I have driven scores of different makes of cars, and some of them have been extremely good, yet only a few have taken my fancy so much as this new Vauxhall.

THE Vauxhall engine runs with most admirable smoothness . . . .

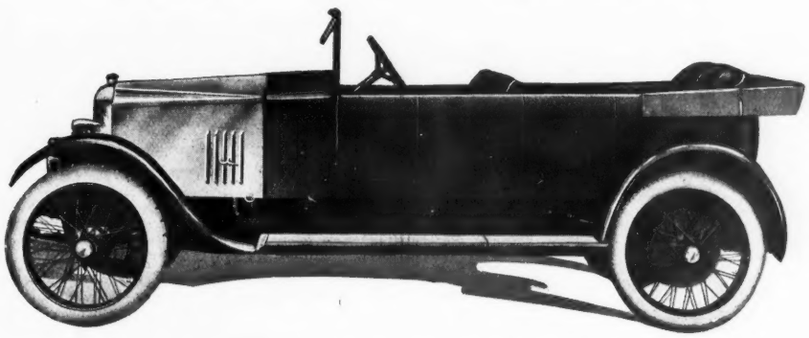
THE steering of this car is a real delight. It is one of the four best I have ever known. It is a pretty heavy car, weighing, with full load not far short of a couple of tons, yet she steers with the light ease of a boat.

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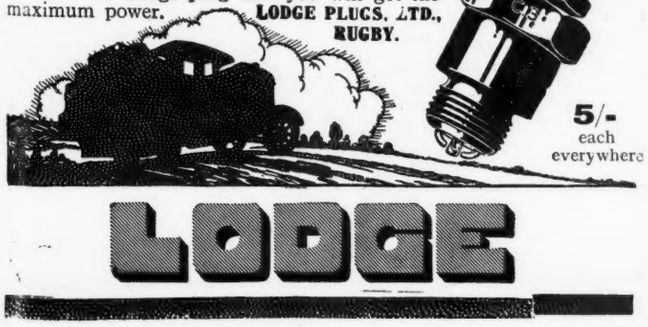


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be content with giving that section of the Bill which deals with reckless driving. It is not, of course, intended that the present "driving to the common danger" shall be abolished and, indeed, the penalties under this heading are considerably strengthened in the new measure. This aspect of the Bill is so important that we quote the section dealing with it, as follows:

"If any person drives a mechanical road vehicle on a public highway recklessly or negligently or in a manner which is dangerous to the public having regard to all the circumstances of the case, including the amount of traffic which actually is at the time or which at dangerous corners, cross roads or road junctions at which warning signs are set up or any populous places might reasonably be expected to be on the highway, that person shall be guilty of an offence under this section. . . . Any public highway, along both sides of which over a distance of not less than a quarter of a mile, including intersecting roads or road junctions there are continuous habitations, the entrances to which open directly upon such highways shall within the meaning of this Act constitute a populous place."

It occurs to us that a useful amplification of this clause would be that to secure a conviction under a charge under this heading, the evidence of at least one independent witness besides the police should be necessary. Our argument is that if no independent witness is forthcoming there was presumably no one about except the police and that, consequently, the driving could not have been to the public danger. This clause, if inserted, would, of course, have to be very liberally interpreted when a serious accident resulted preventing one of the independent witnesses from attending court.

Another useful clause is one providing for the cancellation of endorsements after the lapse of two years, and any endorsement on any licence prior to this Act coming into force will be automatically cancelled after the lapse of one year from the passing of this Act. Moreover, no conviction for an offence under this Act shall after the expiry of two years from the date of such conviction be referred to in any proceedings under this Act or be taken into account by any court in determining the penalty to be imposed.

One of the many minor annoyances of the present law is that once his licence has been endorsed for any offence, however insignificant, the driver is, as it were, branded for the rest of his life. A merely technical offence, provided it be sufficiently serious to justify the endorsement of the licence, is at the present time sufficient to cause the driver to carry the record of his offence twenty years or more after it was committed, and in any court of law a driver whose licence shows an endorsement when handed up for inspection always, of course, stands to come off much worse than one who has a clean record.

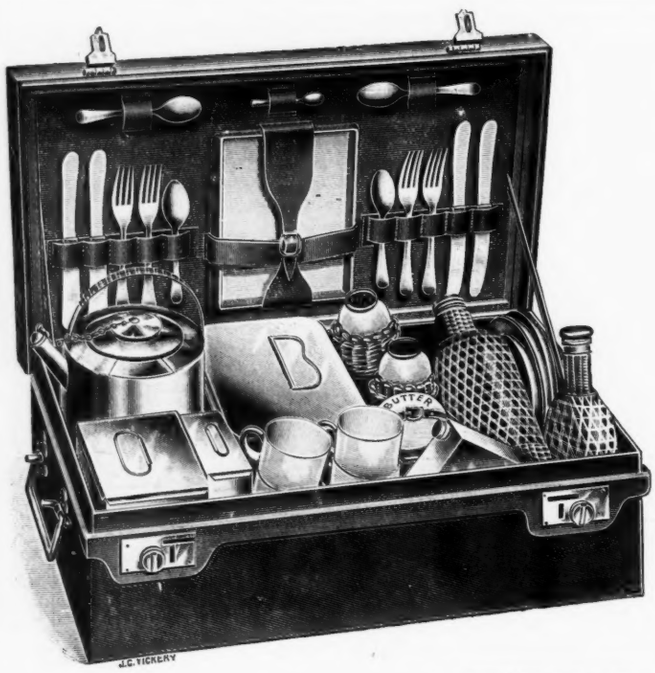
LIGHTING.

The question of lighting is also covered in the Bill, although the Bill does not go so far as to define the actual standards that the Committee favour as regards motor car head lights. It goes almost without saying that under this section the Bill provides for the lighting of all vehicles and animals on the road at night, and included in it is the compulsory carrying of red rear lamps by cycles and horse-drawn vehicles. If this regulation were not incorporated in the Act, and if the Act does not have the effect of making it more rigidly enforced than it is at present, the benefit of any other reforms that may follow will be more or less discounted. There are also clauses dealing with the traffic over roads of particular nature, including traffic over bridges. The clause dealing with the theft of motor cars imposes penalties not exceeding ten years penal servitude for a first offence and fifteen years for subsequent offences. This appears to us a rather too drastic penalty, and we should have thought that the question of thieving a car might have been quite well omitted from the Act entirely. It does serve to show, however, that those who have the matter in hand intend to make their labours comprehensive. Severe penalties are also provided for tampering with vehicles in the absence of the owners. We have all suffered at some time from the annoyance of things stolen from cars left unattended for a few moments and, of course, the petty annoyance of one's horn being blown when one is away with the possible effect of the exhaustion of the electric batteries and even the ruin of a valuable dynamo equipment.

The same section of the Acts provides penalties of £5 for a first offence and £10 for subsequent offences for persons who throw nails, glass or other substances injurious to the feet of persons or animals or to the tyres of vehicles. Personally, we think that this clause suffers from the very opposite defect of that dealing with the theft of cars. We would like to see these penalties very much increased. It is so difficult to detect the offenders that only the risk of a very severe penalty is likely to have any very material effect.

Finally, an advisory panel of experts is to be set up after consultation with the associations representing the interests concerned, the local authorities and the users and manufacturers of each class of mechanically propelled vehicle, and before making any regulation the Minister of Transport *shall* refer the matter to a Committee selected by him from the panel.

We have said enough to indicate that the Bill is very comprehensive in scope, and as it is at present not even justly entitled to be regarded as a Bill, for it has not yet been introduced to Parliament, we will leave further comment until subsequent developments have taken place.



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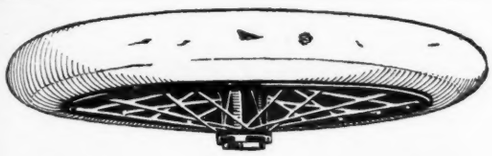


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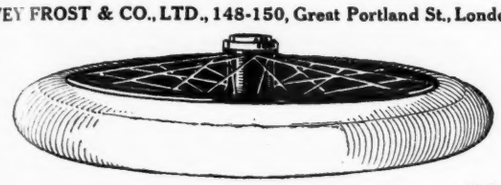
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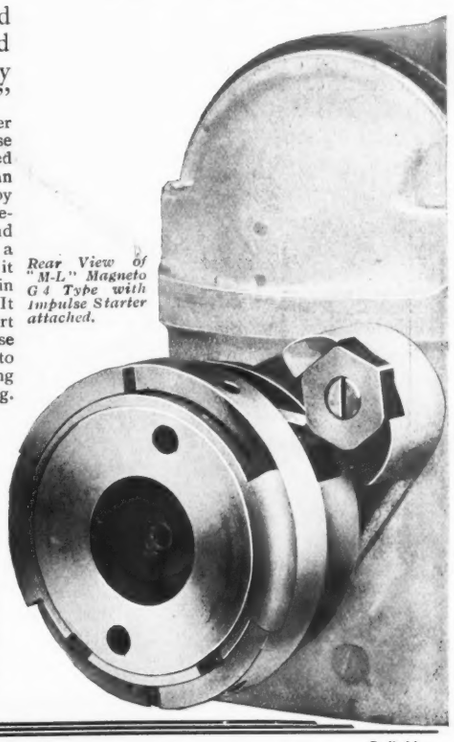
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Godbolds

A PLEA FOR THE "CATERPILLAR"

I MUST commence this article by an apology, none the less sincere because it happens to be somewhat belated, and an urgent request to the compositor that he will not omit the inverted commas either in the title or elsewhere in this article wherever the word "caterpillar" appears, otherwise worse may befall. Some weeks ago, as many of my readers may remember, I discussed in these columns the Clayton tractor, and in the description did most freely and unreservedly refer to it as a "caterpillar" tractor. Now be it known to all concerned that the word "caterpillar" in application to tractors and road vehicles of all kinds is strictly limited, and belongs to the tractors made by the Holt Tractor Company of U.S.A., which concern is represented in this country



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by a most active agent, Mr. Victor Feeny, most diligent in protecting the right of his Company to that name.

In the course of what follows, however, I propose to use the word "caterpillar" in the popular if incorrect meaning of a chain-track-tractor—a cumbersome appellation which I abhor.

In the early days of the tractor, the "caterpillar" appeared likely to carry all before it. There was at that time a considerable prejudice against the tractor, generally on account of the pressure between its wheels and the ground, which pressure was wrongfully believed to be excessive and consequently harmful to the soil. The "caterpillar," of course, on account of the length and breadth of those portions of its tracks which lie upon the ground, had a considerable advantage over the wheeled machine, for while the wheeled machine might have to support the bulk of its weight on the comparatively small area of contact between its rear wheels and the ground, which area would amount at the most to 300 square inches, the "caterpillar" generally offered double that amount of surface to the soil.

Now although, as I pointed out in a recent article, the pressure of the tractor wheel upon the ground is greatly exaggerated, the wheeled tractor in this respect being much less of an offender actually than the horse, the fact remains that in the earlier days this matter of pressure on the soil was held to be absolutely of paramount importance.

Subsequently, however, two factors arose which tended to cause a considerable change of opinion in regard to this matter. It began to be thought advisable for a tractor to be capable of use on the road for ordinary haulage purposes as well as for field work, and as the "caterpillar" is not generally suitable for road work this factor operated in favour of the wheeled machine. At the same time it began to be realised that the forebodings as to the result of the pressure of the wheeled tractor upon the ground were largely unfounded; the spectre of wheel-marked fields of grain was discovered to be a spectre only and to have no material existence. Moreover, it was found, as any thinking engineer or even layman would have prophesied from the start, that owing to the fact that the moving parts of the track were difficult alike to lubricate and to protect from the ingress of dust and dirt, they wore out in time, while, on the other hand, a wheel, if well made to start with—a few, be it noted, were not—should outlast the tractor itself.

The popularity of the "caterpillar" began to wane, and, as is usual in such cases, the swing of the pendulum of popular favour carried it too far in the opposite direction, and the "caterpillar" almost looked like losing its well deserved place in the scheme of tractor things. Fortunately the worst in that respect is now over, and people generally are beginning to appreciate the full value of the track-laying machine.

In the first place, the predominating feature of the "caterpillar," the comparatively small pressure which it exerts upon the ground, still prevails, and there are circumstances when this feature is of particular advantage. It cannot be denied, for example, that with certain classes of soil, particularly those in which clay predominates, it is unwise to venture upon them and to endeavour to exert, to anything like its full capacity the power of a wheeled tractor. The



A CLAYTON "CATERPILLAR" TRACTOR PLOUGHING.

matter is not very serious so long as the tractor travels evenly and is not called upon to exert its full power. So soon, however, as it has to exert a real pull, there is grave risk of the wheels slipping, whereupon, if the soil be at all wet, the surface mould in that locality is churned into slush and considerably damaged from the point of view of cultivation. It is rarely necessary, however, to take a tractor on the land when it is in this condition, but it may happen occasionally, and in some localities, where the soil is seldom dry for long at a time, that it makes the use of the wheeled tractor somewhat problematical as regards its beneficial effects. In such circumstances the "caterpillar" entirely fulfils the farmer's requirements. It has the power; it travels on the land and exerts almost negligible pressure upon the soil, but nevertheless has such an effective tractive grip of the soil that the risk of it slipping and thus damaging the top surface is a negligible one. The "caterpillar" is very valuable on a hilly farm, for on hillsides it will often enough continue to climb where the wheeled tractor would either slip backwards, tilt backwards, or, when ploughing along the side of the hill, slide downwards, or topple over sideways. All this on account of the superior tractive grip which the "caterpillar" can exert and because of its low centre of gravity.

Finally, a word as to the wearing qualities of the track. These are still, it has to be admitted, less than those of a wheel. However, the present practice in regard to "caterpillar" tracks is to make them in such a manner that while, owing to the quality and class of material used in their construction, they still last for a considerable period, the expense of renewal is so small that it has been estimated by at least one maker that the cost of replacement of the tracks involves an expenditure of no more than 8d. to 1s. an acre.

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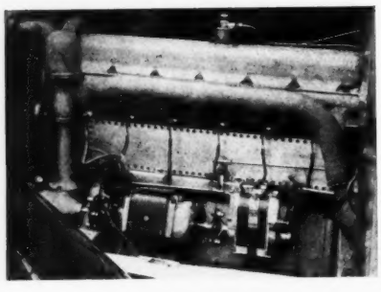
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THE NEW NAPIER ON THE ROAD

THE car with a heavy landaulet body, luxuriously equipped in every detail and carrying its full complement of passengers, that can do well over 50 m.p.h. without any apparent effort is, indeed a car of high performance, and this is what the new Napier can do. The car is not claimed to be a vehicle of exceptionally high speed capacity, but a performance like this is no mean one, irrespective of the type of chassis, engine power or the ambitions of the designer. It may not be absolutely unique, but besides the mere achievement of over 50 m.p.h., there is to be taken into important account the manner in which the Napier achieves this performance. Some cars that could just manage it would do so with a fuss and bother from under the bonnet, a hum from the gear box or back axle and evidence of inefficiency on the part of the suspension system that would prevent the average owner of the car from ever calling upon it to give of its best. With the Napier the



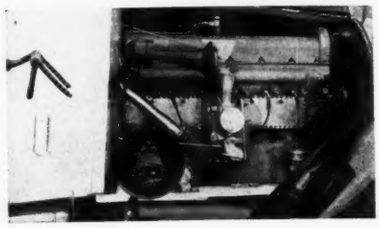
Near side of the Napier engine, showing the dynamo and magneto drives and the position of the distributor, the accumulator ignition system at the front end of the dynamo, as well as the enclosed vertical shaft for driving the overhead camshaft.

achievement is effected without any ostentatious display of effort and no real call has to be made on the engine until the speedometer needle is well past forty.

From this brief account of the speed capacity of the car it will be gathered that the Napier's claim to distinction is not by any means limited to the fact that it is the highest priced British chassis. Like most other high priced chassis the Napier immediately impresses the observer as being from every point of view a really sound value-for-money proposition. Its price is not absorbed in unnecessary trappings and every penny of the cost is justified by essentials and details that really mean something for the practically minded owner. If the owner be one of those people who does not care how the performance of his car is obtained so long as it is sufficiently high to satisfy his demands, he will find just as much satisfaction in the Napier as the man who revels in mechanical excellence and refinement. Moreover, the car has a definite claim to be regarded as an economical vehicle. Its engine is not unduly large, the six cylinders having a bore and stroke of 4ins. by 5ins., giving an R.A.C. rating of 38 h.p., and its makers guarantee to every purchaser a minimum fuel consumption of 13 m.p.g., irrespective of the type of body fitted. There are many cars I know of which the fuel consumption is no better than this in spite of their engines being little more than half the Napier's nominal rating, with a brake output of considerably less than half that of the Napier, which is in the neighbourhood of eighty. Many and many a four cylinder car having a rating in the neighbourhood of 20 h.p. shows but a very slight improvement on the Napier fuel consumption. Usually, of course, the claim put forward by their makers is for a much better consumption, but the 20 m.p.g. alleged to be obtained seldom exists outside the catalogue. Oil consumption is ridiculously small and a 2¼ h.p motor cycle that we are using at the present time actually costs more in oil than does the Napier, the consumption of the car working out at about 900 m.p.g.

The engine is, of course, as stated, a six cylinder and its bore and stroke have also been given above. The overhead valves are carried in a detachable cylinder head and are operated by an overhead camshaft driven by a vertical shaft through a skew gear which is totally enclosed. Naturally, as befits a high class engine, the lubrication of the Napier is by pressure throughout, and this also applies to the camshaft and the bearings of the rocker arms that operate the valves. These latter are totally enclosed in a readily detachable cover and are remarkably silent in operation. In fact, it was quite impossible to hear the slightest suggestion of a click from the valve gear, even by raising the bonnet and by placing one's ear quite close to the engine when it was running. The ignition, as on most *de luxe* engines, from which the highest efficiency is expected and obtained, is on the dual system and the twelve wires leading to the sparking plugs, one of which is mounted on either side of each cylinder, are neatly enclosed in metal tubes that contribute in no small measure to the very pleasant and neat appearance of the complete engine. The carburettor is a wonderful construction which at first sight appears to be a mass of complication, but after a little inspection reveals itself to be attractively simple being the special Napier form of the well known S.U.

A feature of the Napier chassis that we illustrated when describing the chassis



Off side view of the Napier engine, showing the disposition of the special Napier S.U. carburettor, the oil filler and breather and the spare wheel carrier. This, it will be seen, consists of a spindle on which the wheel is mounted and a fork for securing the wheel in position.

last October, but which may usefully be referred to again, as it affects in no small measure the performance of the car when fitted with a large closed body, is the anti-rolling device. We had proceeded but a very short distance from the Napier showrooms in New Burlington Street when we were impressed by the efficiency of this fitting. The driver deliberately took the corners of one or two West End squares with particular sharpness and at a considerable speed. Without an exception the car went round each corner just as if it were proceeding along the straight road and the keenest and most critical observation could not detect the slightest suspicion of a roll. There are very few cars in which this highly desirable feature is present to the same marked extent and absence of roll in a closed car, which presumably is to be used considerably for town work and consequently will be frequently negotiating sharp corners, is a feature that one does not appreciate until



THE NAPIER IS QUITE EASILY HANDLED ON NARROW LANES AND SHARP CORNERS SUCH AS THESE IN THE EFFINGHAM DISTRICT.

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"MOTOR OWNER"—June, 1920.

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one has had the opportunity of making comparative tests of cars in which there is no special provision for countering the rolling tendency due to a large body.

The engine performance of the Napier we briefly touched upon at the beginning of this note in referring to the car's speed capacity. It is, however, most important that we should emphasise that the Napier is not claimed by its makers to be a car with remarkable speed propensities. Speed, of course, is in its interpretation largely a matter of taste and opinion. Some people are perfectly satisfied with a car that will attain 30 m.p.h. or 35 m.p.h. Others want a car that can be relied upon to average about this speed over give-and-take roads, and the difference between a car that will just attain 35 m.p.h. and one that will maintain it is a very real difference indeed. Should occasion require and opportunity in the way of traffic allow, we have not the slightest doubt that the Napier would be capable of an average speed of 43 m.p.h. to 45 m.p.h., and a *better average* speed than this we do not think could be maintained by any car in this country.

Its hill climbing is quite a revelation. It is not only that the Napier gets there with certainty, it does it with so little fuss and display of effort. There is a gear-box, and it gives four different ratios, as well as the reverse, of course, but it is a very rare sort of hill that brings one down lower than third, and the ordinary main road hill can be mastered with ease on top. The test route over which we took the car has a speciality of acute corners, abominably rough surfaces and attractive little gradients of round about one in five. The way the car soared up these hills and the way the brakes held it in the equally exacting descents was enough to assure the most nervous passenger of his perfect safety in the Napier under all conditions. To give a specific instance of the car's climbing capacity, we may take the standard test of the hill at Brooklands.

Brooklands test hill is, of course, not a wonderfully severe climb, and any car worth the name will master it with certainty and comparative ease. Where the value of the test hill climb comes in is that everybody keenly interested in the performances of cars knows the test hill and is able to judge from a statement of what a car has done on the hill, what it can be expected to do in touring in any part of the world. We started our climb of the test hill from a standstill on second gear (one always starts the Napier on second gear, and the bottom is merely an emergency ratio). We were not driving ourselves, but we could tell that the driver barely depressed the accelerator pedal. We did not make a sensationally fast climb for this reason, but the car crested the hill at 17 m.p.h., having accelerated all the way up in a manner that was redolent of a wonderful reserve of power. Afterwards we got the driver to run down the hill backwards for a few yards so that the car was well on the steepest gradient (one in four). Then came the test that is always regarded as the severest possible on the test hill, namely, a start away from a standstill. Let us dwell a moment once again on the body with which the car was equipped. There is something to be said for the argument that the type of body with which a car is equipped exercises but little influence on its performance on level going, provided always that the body is of reasonable design and does not render the car absurdly overbodied. On the level the body is only likely to affect a car directly through its wind resistance. In hill-climbing, however, the situation is entirely different. Comparative performances in hill-climbing resolve themselves into weight-lifting competitions, and obviously a heavy body stands to exercise a considerable influence on the behaviour of the car. The Napier was, as previously stated, fitted with a landaulet, anything but on the light side, and its detail equipment was certainly not calculated for the purpose of weight paring. It had one passenger besides the driver when it effected its standing start on the hill, and this start was achieved without the slightest suspicion of engine racing, clever manœuvring or ostentation in any shape or form. It was, of course, on bottom gear, and the car glided away just as easily as on the level it regularly started away on second.



IN RICHMOND DEER PARK.

The clutch was delightfully smooth and progressive in action, although we cannot say the same for the foot brake, which was rather given to chattering. It may have been only a case of adjustment, but we gathered the impression that the material with which the brake was lined had developed fierceness. Whatever the cause, we think some modification of the Napier foot brake would be advisable unless, of course, which is always possible, the particular sample fitted to the car we tried was not genuinely typical of all Napier foot brakes. The hand brake was in every way satisfactory, and, besides being extremely powerful, was smooth in operation throughout the whole of its range.

When one is dealing with a car of such a type and size as the Napier it is always difficult to criticise the supension. The wheel-base is so long there is so much room for provision of ample springing, and the body itself being on the large side, offers no excuse for scanty upholstery. All these opportunities were fully taken advantage of on the Napier, but, nevertheless, we do think a word of praise is due to its suspension system. The anti-rolling device which forms an indirect although important component of this, has already been mentioned, but the springs themselves were undoubtedly of unique efficiency and gave to the car a fascinating ease of movement over the worst of roads that we have never seen excelled and very seldom equalled.



This view shows the Napier instrument board and also the occasional seats folded away when not in use.

It occurs to me that we have, in dealing with the Napier engine and its capacity, omitted a feature that generally calls to be mentioned in any account of the performance of our new *de luxe* six-cylinder cars on the road, namely, the acceleration. Now if body weight is not apt to affect seriously the speed capacity of a car on the level, it certainly does exercise a very potent influence on its powers of acceleration and, consequently, a car fitted with a landaulet body that will compare favourably with other cars fitted with touring bodies on the score of acceleration is a car of unusual merit. This the Napier can do and its acceleration powers on top gear are as fascinating as any other feature of its performance. Flexibility follows more or less as a matter of course when one knows what to expect from the highest class six-cylinder engine fitted with a carburettor that is water-jacketed on a generous scale. The Napier will do its 4 m.p.h. on top gear with ease and it will jump up to 40 m.p.h. in no more than 100yds. or so. The performance may not be unique, but it is certainly meritorious. Actually the Napier is the only car that we have sampled equipped with a heavy enclosed body, and, although we cannot state it as a definite fact, we are rather inclined to the opinion that the number of cars that will equal it in acceleration is limited to two or three. We have been on cars on which the acceleration was more impressive, but these were fitted with open touring or sporting bodies, advantages that obviously make direct comparison unfair to the Napier.

We will conclude on a note of criticism, although it is a criticism that is not by any means confined in its application to the car at present under consideration. We have made it with every British car that we have so far described, and we shall continue to urge it until its need disappears. We have in the Napier as in other cars that come under the same category, a chassis



The occasional seats in the Napier landaulet are very neatly disposed, and when not in use fold flat into the panel dividing the front from the rear compartments.

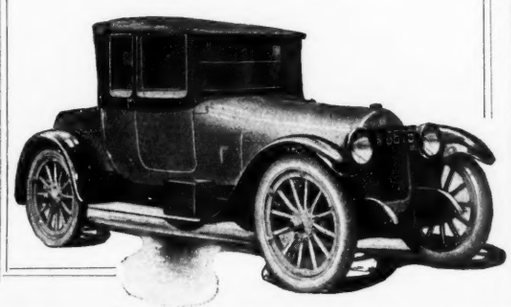
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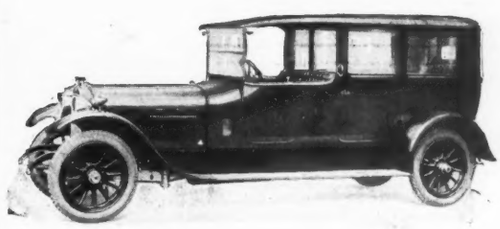
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replete with every refinement and a body equipped with every conceivable detail for the occupants' comfort. There are cantilever springs, electric lighting and starting, elaborate ignition systems, smokers' conveniences and ladies' vanity cases, sometimes occasional tables and always occasional seats in the enclosed body, there are spare wheels which may number only one, but often two or three, but there is never an accessory that proves that designers do not know how the supension of their cars is completed. Can no one force makers to realise that, when all is said and done, the most important component in the suspension of a car is its pneumatic tyring and that these tyres, although bringers of delightful comfort, rely for their utility on compressed air which, in the ordinary private garage, has to be supplied by hand? In a word, why do not our *de luxe* British cars have a mechanically operated tyre pump as part of their standard equipment? Practically every American car, other than the very cheapest, is so equipped, and if the British designers of such a characteristic British chassis as the Napier can pay the American such a compliment as to adopt the centrally disposed gear change and hand brake levers which, for practical and modern purposes, originated in America, why cannot they carry this flattery a little further and, in our opinion, in a much more commendable direction, by fitting a mechanically operated tyre pump?

MORE ABOUT THE ABOLITION OF THE SPEED LIMIT

AS was to be expected, the suggested reform of the Motor Car Act of 1903 embodied in the Roads Traffic Bill has caused much discussion. The speed limit is obviously the most controversial section of the new Bill, but we must confess ourselves as very much surprised that one of the leading motoring journals is itself questioning this detail of the Bill. It is, indeed, early for that dissension which usually develops in motoring circles when any new legislation is mooted to make itself evident, and we consider it highly regrettable that a paper of any standing should unfavourably criticise the main reform of the new Bill and a reform that seventeen years has proved to be desired by all motorists.

If it becomes generally known or believed that a section of the motoring community does not regard with entire favour a total abolition of the speed limit, but considers that a speed limit may be retained at a different figure from the present, it is highly probable that those who will have the final handling of the Bill will not give to it that serious consideration which it must have if it is to be a success, and that when the Bill becomes an Act, motoring will be but little improved from the legal point of view from the position it occupies now.

The abolition of any speed limit and its replacement by a sensible dangerous-driving clause appears to be the desire of all reasonably minded road users. If the 20 m.p.h. limit were merely replaced by one of 30 m.p.h. the situation would be but little better than that now obtaining. It may be that police traps would secure fewer victims, but it would certainly be that an ordinary bench of magistrates, to say nothing of such a specialised organisation as that for which places like Kingston-on-Thames have become famous, would regard a speed in excess of 30 m.p.h. very much as they do now. The fact that 33 m.p.h. would only be just above the limit would, we imagine, be ignored in practice and would carry with it penalties comparable to those imposed to-day for the same speed, and the penalties would not, as would be logical, be on a par with those at present ruling for a speed of 23 m.p.h., a speed, it is worth noting, that very seldom results in a prosecution for exceeding the speed limit of 20 m.p.h. There must be no question of altering the speed limit unless it is raised to some absurd figure, such, for instance, as 60 m.p.h. What is wanted is its entire abolition and its automatic replacement by a dangerous-driving clause.

Admittedly the dangerous-driving clause in itself presents difficulties as regards its practical application. We have said before, and we can only repeat with all the emphasis in our power, that for the satisfactory and just application of a dangerous-driving clause the opinion of one or two independent witnesses should be made a *sine qua non*; otherwise the substitution of a speed limit by a dangerous-driving section would be liable to react with more than mere disfavour to the private car owner. Especially is this the case in provincial towns where the police are guided by fantastic legends of what is done in London, or, at least, so it would appear from their behaviour. When police signals are given in a hesitating manner, lacking the clear indication that is necessary it any signal is to be observed, when traffic is but a trifle removed from a state of chaos and when everyone on the road thinks of no one but himself, whether he be driver of a brewer's dray or of a motor-omnibus or a humble pedestrian, dangerous driving on the part of the private motorist is liable to be an easily concocted charge

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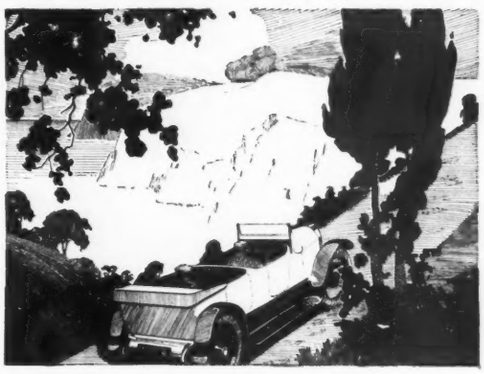
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The original letter is available for examination

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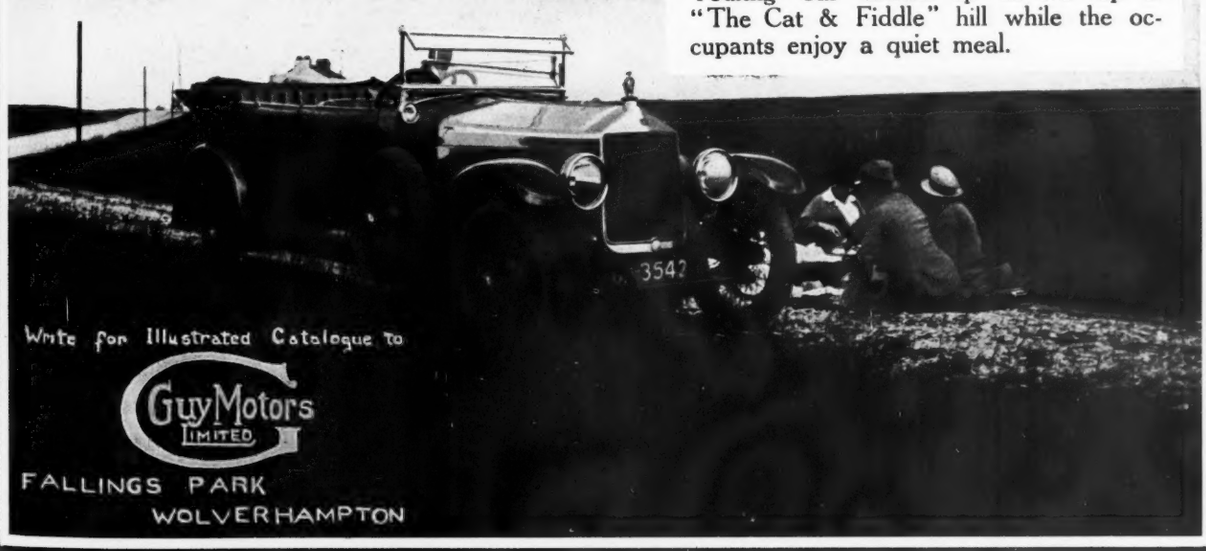
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if it is not to have independent evidence to support it.

LEFT-HAND DRIVE.

Of the other provisions of the Bill we do not propose to speak in detail, although there are one or two omissions that might receive commendable attention. Those interested in the whole question of road traffic have recently received something of a shock in the report that has lately been officially published concerning left-hand drive. The fact that the authorities have come to the conclusion entirely opposed to the opinion of practically every motorist and have stated that they do not consider there is any necessity for their taking restrictive action against left-hand drive, is proof, if any were wanting, that public motoring opinion carries but little weight with those whose duty it is to look after the whole question of road control. Left-hand drive seems to be agreed by every experienced road-user to be a snare and a delusion that should be eliminated at all costs if road danger is to be maintained at an irreducible minimum, and yet the committee that has investigated the problem differs entirely from this view, and one cannot but wonder just how their conclusion was influenced and obtained.

Another effort, we think, to restrict the importation of left-hand driven cars might advisedly be incorporated in the Road Traffic Bill, or, if importation, as such, is beyond the scope of the Bill, then a clause restricting the use of the vehicles on the roads, which, in effect, would come to pretty much the same thing.

Another omission appears to lie in the ignoring of special regulations for the control of slow-moving traffic. Rigorous penalties are, in our opinion, necessary for slow-moving traffic that does not keep close to the left side of the road. It may be true that the compulsory fitting of driving mirrors to heavy and slow-moving vehicles would not necessarily compel the driver to make use of his mirror, but, at the same time, we think that a useful step would have been made had driving mirrors been rendered compulsory by the Road Traffic Bill. Only last week-end we found ourselves on a solo motor cycle kept behind a char-à-bancs for two miles on a perfectly straight stretch of road—also of considerable width—because the vehicle was hugging the wrong side of the road and left no room for anyone to pass. Had the offence been reported, it would have been the evidence of one against that of some thirty passengers in the vehicle, most of whom, it may be presumed, would have supported the driver's contention that he was not on the wrong side of the road, and the result in a court of law would have been a foregone conclusion. We would like to see incorporated in the dangerous-driving clause of the new Bill a provision to the effect that hugging the wrong side of the road by a large and slow-moving vehicle should constitute dangerous driving in its very worst form.

THE FAMILY MOTOR CYCLE AND SIDE-CAR.

THE automobile development that struck me most in all my holiday travellings (writes "Owen John" in the *Autocar*) was the huge increase in the number of motor cycles with side-cars. They were countless, and, on the whole there were far more of them to be encountered full of passengers than cars similarly occupied. Like seating accommodation, the higher the horse-power the smaller the cargo seemed to be the general rule; how on earth a man, his wife, their children and their luggage ever managed to pack themselves on these little machines I cannot imagine, but there they were, and the holiday look on their faces was a sign that they were off to enjoy themselves, and were already gloating over the economies and extra pleasures their mode of conveyance was bestowing upon them. Sometimes their pluck and their hardihood almost made me cheer; I felt myself a soft Sybarite in my low, soft-purring six-cylinder as I swept by them all alone in my glory. Good luck to them: I am sure they, at least, enjoyed their holidays—and what a wonderful addition to a holiday the possession of a motor cycle and side-car must be.

THE TOURIST'S GUIDE.

IT is somewhat strange that what always used to be regarded as the standard touring guide of the British Isles for the use of motorists was the production of a foreign firm. The Michelin Guide attained its popularity by sheer merit, and it had come to be regarded as an absolutely standard work of reference for the tourist in any part of the British Isles. The latest and the first post-war edition has just appeared, and it is even more comprehensive in its information than its predecessors. The town plans are retained in all their excellence and are increased in number, but the maps of the whole country that were contained at the end of the books are now omitted, being replaced by much useful information for the tourist. The book may be obtained from the Michelin Tyre Company, Limited, at 81, Fulham Road, S.W.3; the price is 5s. net.

ITEM.

Swift Service.—Mr. J. W. Kerridge of Littleport, Cambridge, who with his 10 h.p. Swift recently won the President's Cup and first prize for the best performance in a reliability trial organised by the Cambridge and County Motor Club, writes to Messrs. Swift of Coventry, Limited, stating that since he purchased the car in March, 1915, he has driven it over fifty thousand miles on very bad roads and in all weathers, and it has never yet been overhauled except by himself—an amateur.

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With illustrations by JOSEPH SIMPSON and LEOPOLD LE GRYS.

Dear Bob,

Was delighted to hear the good news on my arrival from America this morning. Sorry I did not get the chance of sending you the conventional "heartiest congratulations" telegram, but I expect you had enough of those to keep the local telegraph office working overtime.

I have instructed Elkingtons to send little Bob an appropriate souvenir of the occasion. The enclosed piece of paper you had better pay into Norah's account; she will find it useful when "shortening" time comes.



"Little Bob."

Now, "*Daddy*," you must realise that it's a parent's privilege to provide all the advantages he can for his children, to enable them when they become older to assume the responsibilities of life without being overweighted by its burdens. Take out a deferred assurance for the young hopeful without a day's delay. For a very small premium you can now secure for him the full advantages of Life Assurance on his attaining his majority, irrespective of what the state of his health may then be.

It is not enough to do good; one must do it the right way. In this case the right way is to take out the policy with the Motor Union Company. Under their scheme no medical examination is usually required, and the policies are in most cases issued free from all restrictions as to foreign travel and residence abroad. The whole premiums paid are returned should death occur before the age of 21. If the policy is taken out now while little Bob is in his first year, the premium for £1,000 payable at death after the age of 21 will only be £6 15s. 10d. per year.

Your affectionate,
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ABOUT BRITISH TRACTORS

VII.—THE EVOLUTION OF THE SAUNDERSON UNIVERSAL.

NO series of articles which purport to deal with British agricultural tractors would be complete without a reference to the Saunderson, which, although not actually the pioneer machine of British manufacture, can at least claim that honour among those which are available on the market to-day. The Saunderson was, apart from one or two personal ventures, the first agricultural tractor with which I had anything to do. It is still the one to which I pin my faith when a machine is wanted which will fulfil all the various requirements of the mixed farm, from hauling logs to harvesting, and from driving a band saw to threshing or filling a silo.

There are two methods of obtaining an objective. There is the laborious, painful, slow, but generally sure method of trial, eliminating errors as they are discovered, finally arriving at perfection, or as near to it as may be, by the simple process of discarding anything which makes for imperfection. The other method is that of studying the problem in a more or less scientific manner, deciding beforehand the means by which the objective will best be attained, and thus reaching at one bound, as it were, a stage but one behind that which has been arrived at at long last by the other method. Even with the second method the final stage is only reached by trial and error. Of these two methods only one, as a rule, is open to the pioneer, for the simple reason that he has no data on which to base any scientific or academic calculations. He has to proceed by trial and error. So it was in Mr. Saunderson's case, and for him the problem was complicated by the fact that the real nature of his objective did not become clear until some time after he had started experimenting. That this is so may be gathered by recalling the various stages in the evolution of the Saunderson tractor. It is also true that the result, both as to the objective and the tractor, is undoubtedly a case of the survival of the fittest.

It is interesting, before dealing with the present machine, to recall the designs which preceded it, and in doing so it will be noted that the maker, in the course of twenty-five years of experimenting, has tried and discarded almost every type of tractor with which we are familiar, including many which have quite recently been placed upon the market as innovations, finally making up his mind to the general purpose machine with the special characteristics to which I shall make reference later in the article. Mr. Saunderson's first experiments were in connection with mechanically propelled farm carts, and took the form of applying an engine and gear-box to the fore part of a wagon of orthodox type, this making the conversion as economical as possible.

When his ideas left the road, as it were, and turned to the field, he first visualised the tractor as part of the implement and in the same way as he tacked the engine on to the farm cart he attached the power unit on to existing implements as near as could be. One of his earliest efforts resulted in what is now called a self-contained motor plough, adaptable, however, for use with all kinds of implements, and even, by utilisation of an ingeniously designed drawbar, for road haulage purposes. That machine became obsolete at the end of 1904, and during the subsequent five years a self-supporting type of tractor was made, having three wheels and embodying all possible variations in the disposition of those wheels. In one model all the three wheels were driven, and in another only one of them. In 1910 another wheel was added, making four in all.

Having now tried everything possible in the way of wheel disposition and number—apparently to use only one wheel per tractor was thought to savour too much of cheese-paring, while to make use of more than four equally indicated extravagance—the inventor turned his ingenuity to the task of evolving, in as short a period as possible, as many types and sizes of tractor as he could make. There were monster machines of 80 h.p. and others of 10 h.p. All, however, had the common characteristic, of being general purpose machines, available for road haulage and power driving as well as for the haulage of various implements in the fields.

By 1913 this strenuous experimenting began to bear fruit, and the factory settled down to the manufacture of a range of models all pretty much the same in general outline and varying only in regard to their size and power. They were all general purpose machines, which showed that the maker had, besides achieving his objective the production of a satisfactory ploughing engine, also made up his mind that the successful machine must be of the all-round type, capable of road haulage as well as of work on the land. Just by way of making sure, however, that nothing had been overlooked, he made in that year one more tractor of the self-contained type, having two wheels and resembling closely the Wyles or Crawley. That final trial, however, as he told me at the time, served but to confirm him in his decision that the Universal Tractor, as he called the general purpose machines, was the type which was really best adapted to meet the conditions not only of the British market, but also of most foreign ones.

From 1914 to 1917 saw gradual improvements effected in all the four models, and at the same time, it was found expedient to concentrate more and more on to the one model, that which had proved itself best adapted to meet the conditions of farming as it was carried on in this country In the latter year the F.P.D stepped in with a big order for this particular model which, improved again since the war-time orders were completed, is now known as Model G and is, at the time of writing, the only one made by the firm.

I have already stated that it is essentially a general purpose machine, designed for road and land use. Having learned that, one naturally asks what is its power and what does it weigh? As to the former the makers state that its brake horse-power is from 23 to 25, and as its two cylinders are of 5½in. bore and 8in. stroke, it is more likely than not that that power is exceeded at the regulation speed of 750 revolutions per minute at which it is governed. It has proved itself to be regularly capable of pulling a three-furrow plough in all but the heaviest of soils; in lighter soil it pulls four furrows, and has ample power to haul two in the most unfavourable conditions. These are facts, and not suppositions. Its weight, complete with all accessories, including its winding drum, is 2½ tons. Judged by some standards, the weight appears to be on the top side. In practice, however, in view of the dimensions of the wheels, it is found to be admirably proportioned to the capacity of the tractor as measured in furrows ploughed.



SAUNDERSON TRACTOR AND AN ALBION REAPER AND BINDER DRIVEN BY TWO BOYS OF 12 AND 15.

The general design and construction is such as to appeal to the farmer, that is to say, it is simple, straightforward and admirable from the point of view of accessibility. The framework is built of substantial steel channels, well braced and gussetted. With the idea of relieving the steering wheels of some of the load which would otherwise come upon them, the front of the frame is bare, except for a tool-box, immediately behind which is a particularly large radiator. Behind the radiator is the engine, behind the engine the gear-box, behind the gear-box the driver's platform and the rear axle.

The gear-box provides for three speeds and a reverse, of two, three, five and three miles per hour respectively. All are controlled by a special interlocking gear which positively prevents the engagement of more than one gear at a time. Owing to the disposition of the units of the chassis, one behind the other, the gears are all of the plain parallel type, there being no bevels, so that erection of the parts by a comparatively unskilled man is facilitated. The rear axle is just made like a traction engine axle; a solid shaft runs through from side to side, and is keyed to one rear wheel. The other wheel is attached to a sleeve on the solid axle, and a differential gear intervenes between the sleeve and shaft. The differential can be thrown out of action in a moment by the insertion of a pin, a provision which is sometimes very valuable, as when the tractor finds difficulty in obtaining a proper grip of the ground.

Finally there is that essential accessory, the winding drum, with its 50yds. of steel cable It is invaluable for a good many purposes.

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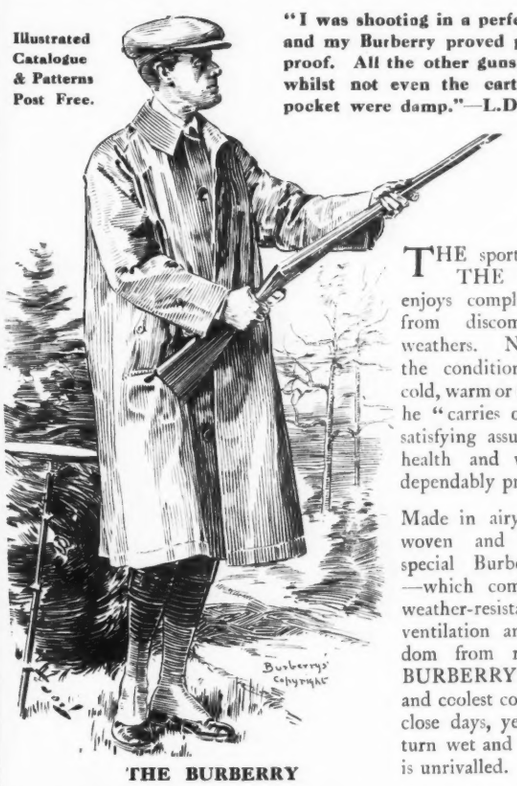
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"DRIVING LICENCES 5s. EACH"

THIS, in effect is the tenor of the notice "Motor Car Driving Licences Issued Here" which is posted outside the offices that deal with that business in various towns. Anyone can go in, pay his or her 5s. and come out armed with the absurd but vitally necessary piece of paper that entitles him or her to handle a motor car. The purchaser may never have sat in a motor car before but once he has purchased his driving licence he may have his new car meet him outside the issuing office by appointment, he may get in and he may drive straight away—if he is lucky. Most probably his course will be anything but a straight one, but in the eyes of the law he is entitled and fitted to drive a car anywhere.

The regrettable increase in the number of accidents on the roads causes one to ask "Is it not time that something was done to prevent the issue of driving licences to irresponsible, not to say incapable, persons?" A gay boy of fourteen years of age may for 5s. procure the right to drive over the King's highway a motor cycle of unlimited horse power. A motor cycle in the hands of the man who knows how to handle it is as safe as any other vehicle on the road, both as regards its rider and other road users whom he meets, but in the hands of the inexperienced, the incapable or the irresponsible the motor cycle can be and almost inevitably is a very dangerous piece of mechanism. It has a reasonable claim to be regarded as the fastest mechanically propelled vehicle on the road and this is in no small measure a direct cause of its danger exceeding that of the car. If it is small and so is not liable to do so much damage as a carelessly handled car, its smallness reacts directly in its disfavour in that it renders the machine less easily detected on the road and encourages its driver to take risks that the car owner, however inexperienced, would not entertain. It is somewhat strange that a boy of fourteen may obtain a motor cycle driving licence but not until he is three years older can he obtain a licence to drive a car.

It is, however, by no means the youthful owners of motor cycles who are responsible for the increased number of accidents that have been brought home to the public, notably during this last holiday. The char-à-bancs, of course, is responsible for not a few, but at the moment we are not concerned with chars-à-bancs, although we mention them in order to avoid an accusation that we have overlooked a very important factor in the latest development of road traffic. Provided he were capable of disguising his infirmities, a man who was blind, deaf and dumb, could walk in to a licence issuing office and obtain the necessary permit to drive a car. In fact, there is no law that prevents the issue of a licence to such an incapacitated unfortunate, even if he could not conceal his infirmities. The only qualification that anyone needs to secure a driving licence is five shillings and evidence, when the police consider it necessary, that he or she has exceeded the age of fourteen years in the case of an application for a motor cycle, and the age of seventeen if the application is for a car licence.

In a word, the motorist's driving licence is not in any sense of the term a certificate or statement of the holder's capacity to handle a car. The suggestion that it should carry with it some sort of certification that the holder is capable of managing the vehicle that he wants to drive is not a new one, but it seems to us that it is far more pressing at the present time than it has ever been before.

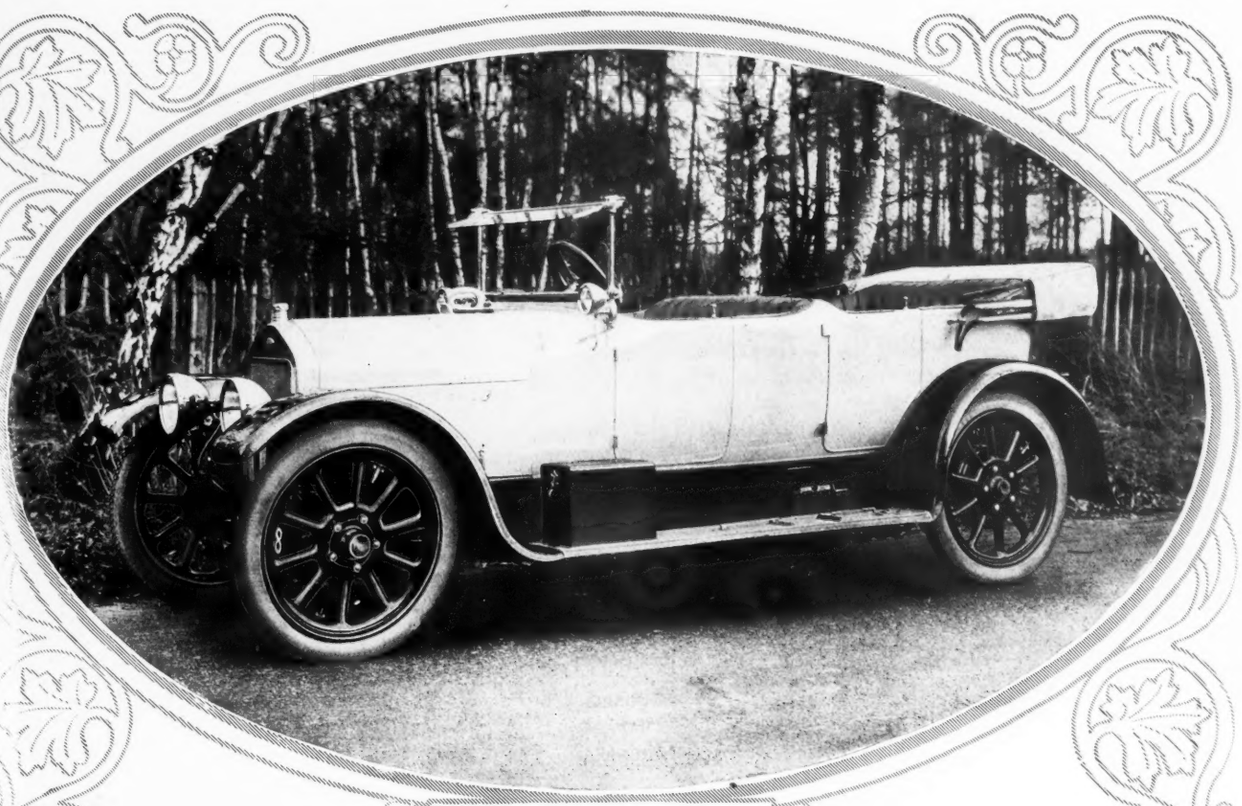
We remember some time ago going out on a hired car with the hirer's paid driver. When we had left the confines of the town we asked to be allowed to take the wheel, but were met with a polite refusal and the explanation, "I dare say you would manage her all right, sir, it is the other fools that cause the trouble." It was perhaps one of those things that might have been expressed differently, but the idea underlying the driver's refusal was perfectly sound and was one that we all at some time or another have appreciated. Accidents nine times out of ten are the fault of one individual and others concerned in them are quite innocent of any responsibility.

The drivers to be seen on the roads to-day represent every conceivable standard. Better driving there is now than there ever was, but it must be admitted that the same is to be said of worse driving and, unfortunately, the bad drivers are in a vast majority over the good ones. No matter how skilful or how experienced a driver may be, he always stands the risk of finding himself landed in a predicament by the inexperience, ignorance or inconsideration of others from which he cannot extricate himself without a collision or other form of accident. If by some means the bad drivers on our roads could be eliminated, accidents would be decreased by at least 90 per cent.

The issue of driving licences only to those who have passed a satisfactory police test and have demonstrated their capacity to handle a car is not such a simple solution of the difficulty as at first sight might appear. There is an enormous number of incompetent drivers who hold driving licences. A regulation enforcing that only those proved competent should be issued with new licences might check the swelling of the ranks of the incompetent, but it would not exercise any influence on those already at large. The step might be adopted—and it would certainly be one in the right direction—for in time the most incompetent of drivers tends to improve; but we should also like to see, as a supplementary regulation to the compulsory testing of applicants for their first driving licences, that, after being concerned in an accident, every driver should be compelled to undergo police examination before he was allowed to drive again. It would require quite simple machinery to suspend temporarily the licence of any driver who had been concerned in an accident and to provide that



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A "Wolseley" Fifteen.

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"The suspension takes the form of semi-cantilever springs, and one needs to study the actual chassis in order to appreciate the niceties of the springing design in general. Briefly, however, the action is very smooth and positive—elastic would be the best term for it. . One arrives at the conclusion that in this new 15 h.p. Wolseley the maker **has set a standard which others will not find it at all easy to follow."**

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TRADE WOLSELEY MARK

at a reasonably early date after the suspension—say after the lapse of a week—the driver should be given an opportunity of taking out a car with an independent observer, appointed by the police, at his side, to whom he could demonstrate that he really was capable of handling his vehicle. This would at least tend to eliminate that class of driver who proceeds from accident to accident and only remains at large because good fortune saves him from serious injury either to himself or to others leading to a police charge of such serious nature that he is automatically prevented from continuing his errors.

The examinations might not prove to be so simple as at first sight they appear, because the conditions under which driving is conducted in different parts of the country vary so enormously. In our opinion it requires a master hand to take a car without disaster through a town like Glasgow, Manchester or Birmingham. The traffic is not so dense as that in London, perhaps, but its regulation is more of a joke than anything else. One cannot place the same trust in the other occupants of the road that one can and does and, indeed, has to do, when negotiating the streets of the Metropolis. Pedestrians in provincial towns are only excelled in their stupidity and ignorance by the drivers of horse vehicles. Although London traffic is generally considered to be the most difficult to negotiate, we ourselves would, from the point of view of our mental and other comfort, prefer to spend a whole day driving up and down Holborn, through Ludgate Circus, the Strand, Piccadilly and Regent Street, rather than pass once through the squalid congestion of Manchester or the *mêlée* which the natives and police of Birmingham politely describe as traffic.

And the differences existing in our various country roads are hardly less pronounced. The Portsmouth Road is, for a country road, always full of traffic, but it is very seldom that one encounters on it really dangerous driving. Apparently regular users of the road are accustomed to passing through London, and the process has given a very useful polish to their driving. On straight main roads in the heart of the country, such, for instance, as that between Oxford and Banbury, or any of the several dozen like it, traffic is so scanty that little skill is required for its negotiation. But when one gets into the Lake District, into North Wales, especially Anglesey, into Devon and Cornwall, one meets even on main roads acute corners that in themselves require skilful negotiation, while the whole of one's progress is seriously complicated by the presence of other road users who either have not the slightest respect for or revel in displaying their ignorance of the most elementary courtesies of the road.

It would be unreasonable as well as absurd to expect the man whose driving was limited almost entirely to Cornwall to pass a traffic test in the streets of Manchester. If he passes his driving test in Cornwall and is given a certificate with his driving licence stating that he is capable of handling a car, that certificate could not possibly signify that the driver is known to be capable of negotiating the traffic of the metropolis or of a large provincial town. Similarly we have met drivers who, born and bred to the chaotic conditions of Lancashire roads, were absolutely helpless when it came to handling a car over deserted but narrow and winding country by-lanes.

It would appear that the only satisfactory test that can be devised is something after the nature of a "stunt" driving performance which might be conducted in one of the large open and deserted places that are generally available in most parts of the country, such, for instance, as the playground of a school. The Traffic Department of Scotland Yard might devise a standard series of manœuvres through which the applicant should be required to put his car, and the manœuvres should be capable of variation to prevent practice leading to perfection in those particular movements only. One test that could be conducted as a standard and would certainly reveal the potential weakness of any driver and moreover, be a test of the driver's capacity to deal with a circumstance that is ever likely to arise on the road, would be for him to have to drive a car at a given speed along a main road, say, at 20 m.p.h., although in their knowledge that the legal speed limit exists only when there is a trap, the police might advisedly ask the driver to take them at 30 m.p.h. Through the test the straightness of the course maintained would be carefully noted, and at some point in it the driver would be asked to pull up his car in a given distance. For instance, he might be told to stop within 10yds., 20yds. or 30yds. *The manner in which he carried out his instructions* would at once reveal the quality of the driver, while an experienced observer could tell after travelling alongside any driver for a quarter of a mile or so whether he was really capable of handling a car by his general manner at the wheel.

We would not suggest that the issuing of these certificates should replace the driving licence. Let the applicant first be given a licence, perhaps for a definite period, say, a fortnight, and at the present fee of 5s. Within that fortnight he would have to submit himself to the examination which would result in his either being granted a certificate or denied it, the latter event carrying with it automatic cancellation of the licence. Possibly a further payment might be required for the certificate, which would be permanently attached to, or possibly even stamped by means of a rubber stamp on, the driving licence but this further payment should not exceed 6d. Any driver stopped on the road having a licence more than a fortnight old and not endorsed or franked by the certificate would be automatically guilty of an offence. With regard to licences already in use, it would probably be impracticable to require all holders to submit themselves to a driving test, but it might be possible for the police to require all applicants for renewal of licences to submit themselves for a driving test unless they could prove that they had held a licence for not less than two years and had not been concerned in an accident sufficiently serious to involve an insurance claim or a court case.

A NEW DESIGN OF REAR AXLE

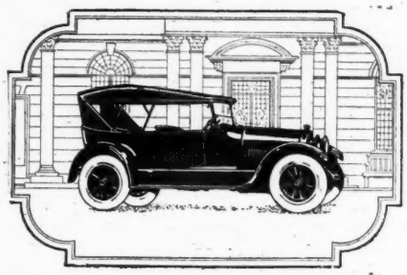
THE weakest link in the chain of production of a motor car is that unit or component which is less easily produced in the quantity which is requisite to keep time with the general programme. The lack of a sufficient number of some ordinarily quite unimportant part of the chassis is at the present moment having the effect of holding up deliveries of many hundreds of otherwise complete motor vehicles, and it goes without saying that both manufacturers and purchasers alike will welcome anything which tends to relieve the situation either now or in future, preferably the former, but in any event.

An important cause of delay in the past, and one which still largely prevails,



AT THE HEAD OF WOOTTON CREEK, ISLE OF WIGHT.

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A Wonderful Appreciation of a Great Car

"The workmanship on a Cadillac, for instance, is simply perfect. There is no other word for it. It is far and away superior to anything I have seen elsewhere, and the infinite pains taken over the infinitely small jobs are most impressive."

The above is quoted from an interview in which Mr. L. H. Pomeroy, the famous British expert, now in the U.S.A., gives his views on American cars and characteristics. "THE MOTOR," *August 4th*, 1920.

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THOUGH nominally rated at 20/25 h.p., the new Straker-Squire has all the power that is needed to meet the most exacting conditions. Actually, the wonderful six-cylinder aero-type engine develops 70 b.h.p. on test. Any increase of engine capacity would obviously be superfluous

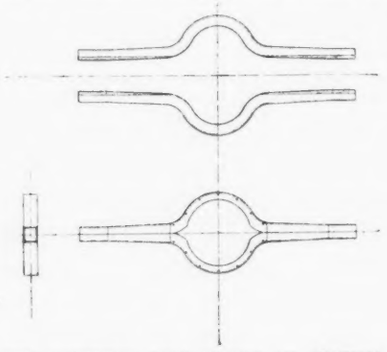
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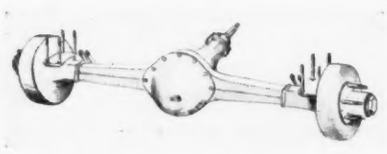
POWER

St. James's 14

is in respect of the delivery of stampings and forgings. Particularly is the shortage of these materials felt in connection with those numerous types of chassis in which the main portion of the rear axle is a stamping of the double banjo type, by which I mean a stamping with an enlarged



THE HINGSTON AXLE CASING IN SECTION.



THE HINGSTON BACK AXLE COMPLETE.

hollow centre to accommodate the rear axle gear, the elongated arms in both directions serving as the axle proper and covering the driving shafts. This type of axle is difficult to obtain and equally difficult to machine. It is therefore responsible not only for delay in delivery, but for high cost of production.

A design for a rear axle which has recently been patented by W. Halcot Hingston, M.I.Mech.E., M.I.A.E., A.M.I.C.E., and which, I understand, is to be placed on the market by Messrs. Products and Equipments, Limited, 125, Lower Thames Street, E.C.3, has all the advantages of the stamped or forged unit, but avoids the difficulties either in the way of material supplies or of manufacture which are usually associated with that type of axle. Instead of an expensive forging or stamping, what is known in the trade as rolled steel channels—the name indicates sufficiently their form—are used. As these channels are available to standard specification as regards both shape and strength, in any quantities, from a considerable number of firms in the country, the initial difficulties of obtaining material are at once overcome. Having obtained the channels, the subsequent operations are a simple one of bending, capable of being carried out by any blacksmith in the minimum of time, a light machining of parts of the flanges of the channel, and welding. In one of the accompanying illustrations the two channels are shown apart, bent to shape, and in the same picture they are shown welded together to form a complete centre for the axle. The other illustration depicts a complete axle embodying this invention. It will be realised that the square outer shape of the axle is admirably adapted to accommodate the spring seats, brake brackets and other essential paraphernalia; while to reassure the layman it may be pointed out that it is a form also better adapted to withstand the stresses to which a motor vehicle axle is subject. R. H. S.

THE MOTOR SHOW

OBVIOUSLY something had to be done to prevent a recurrence of the terrific crush that took place at the Olympia Show last year. The measures to be adopted have already been announced as consisting in the running of two Shows simultaneously, one at Olympia and the other at the White City. Naturally there is much to be said against this plan, but the solution of the difficulty was no simple one. The most obvious course to be adopted was perhaps the running of two Shows at Olympia, each of a week's duration, but it would have been impossible to hold the Shows in two successive weeks, as the removal of the old exhibits and the installation of the new ones would occupy the best part of a week. Thus, if this plan had been adopted, the Show would have covered a period of some three weeks, and this it was decided, we think rightly, was an unreasonable proposition. This suggestion ruled out of court, the natural corollary was that efforts should be made to get the whole of the Show over within the usual period, and an extension of the time to be occupied by the Show was not further considered. Then came the question: "If there are to be two Shows held simultaneously, how shall the exhibits be divided?" It was proposed that one of the Shows should be devoted to large cars and the other to small ones, but this was, after due consideration, turned down in favour of an effort to make both Shows equally representative so that big cars and small ones would both be found under the same roof. Thus each Show would have equal claims on the attention of the public.

Opening at Olympia and the White City on November 5th, the Show will continue until November 13th, but it is a fact that calls for emphasis that the efforts to make both exhibits equally

Cubitt

The Cubitt Engineering Company desire that every owner and user of a CUBITT should be more than satisfied over his choice. They want him to be enthusiastic; not merely on a value-for-money basis, but as a sound engineering proposition.

To achieve this end, they have done their very best to produce a car that would not only arouse everybody's enthusiasm, but would give years of satisfactory service at the lowest possible cost.

BRIEF SPECIFICATION.

Engine, four cylinder, 80 m.m. × 140 m.m., four-speed gate change and reverse. Overhead worm drive back axle. 815 × 105 Beldam Rubber Non-skid tyres. Four-seater touring body and amber-grey wind screen. One-man hood. Five wheels Four tyres. Electric lighting and starting set. Complete equipment of accessories.

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J.C.F. C. 6A.

DUNLOP

THE NEW MAGNUM TYPE



One of the biggest items in the upkeep of a car is "tyres," and of no item is it more true that the best is ultimately the cheapest.

TRADE MARK.

representative do not appear to have succeeded entirely. When it is stated that such cars as the Armstrong-Siddeley, the Daimler, the Crossley, the Guy, the Lanchester, the Napier, the Rolls Royce, the Sizaire-Berwick, the Straker-Squire, the Sunbeam, the Vauxhall and the Wolseley will all be at Olympia, it will be seen that a very big lump out of what are usually the most admired exhibits will be absent from the White City. On the other hand, the White City exhibits cannot be said to have been selected as representative of the small cars only, for although small cars are in the majority, such interesting Americans as the Crown Magnetic and the Packaard will be at the White City, as also will the Hispano Suiza and Itala. American cars certainly preponderate at the White City, but at the same time there are to be several at Olympia, besides many Continental cars, so that Olympia cannct be described as the British Section of the Exhibition. According to the *Motor* there will be ninety-seven cars at Olympia and seventy-seven at the White City, but these numbers will, we imagine, show considerable modification when the Show actually materialises. Several new cars are expected to make their first public appearance at the Show, and some of those that are down for exhibition will, we imagine, fail to materialise.

For the convenience of the public, a special transport service is being organised between the White City and Olympia, although just who is responsible for the organisation and by what means the service will be conducted (*e.g.*, by L.G.O.C. omnibuses or vehicles provided by the S.M.M.T.) is not clear. The amount of space allotted for accessories, components and tyres, etc., will be proportionately the same at Olympia and the White City.

HOW LONG DOES IT TAKE TO KNOW A CAR?

A QUESTION that is often put to me, as one who is frequently sampling the latest automobile productions of various manufacturers, is "How long do you consider it necessary to drive or travel in a car before you can say definitely whether the car is entirely satisfactory or not?" It is, of course, a question that does not allow of an entirely definite answer, because it depends on the car that one is sampling. I have been in some cars that in the first two or three miles definitely proved themselves to be vehicles of the very highest class and as likely to be as near perfection in their consistent behaviour as it is humanly possible for any car to be. On the other hand, I have been in others that have taken many hundreds of miles before their good and bad points have been unmistakably revealed. And in some cases where a car has shown undesirable attributes in the first two or three miles, it has turned out that further experience with the car has revealed other qualities that quite outweighed the significance of one or two individual undesirable features and has enabled one to honestly justify the car as a good car.

One of the new British mass production cars, for instance, provides an excellent example of this. I do not know anyone who, on taking a short trip in this car, has not expressed himself as somewhat disappointed in its behaviour. It may be, and quite probably is, that the disappointment is in large measure due to the extensive advertising that the car has received and to the nice things that have been said about it by various "experts." The result is that the ordinary casual motorist on taking his seat for the first time expects something very different from the ordinary run, and his disappointment on finding its absence is apt to lead him into a diatribe of which further consideration would prevent the expression. I know several very experienced motorists who have expressed a certain amount of dissatisfaction with this car when their opinions have been limited to an experience of some 10 or 20 miles of running, but as the mileage increases and begins to run into thousands their respect and admiration of the car correspondingly increase, which, of course, is the very best testimonial that any car can have.

Take, for instance, the Bean car that was recently described in these pages and which I hasten to add is not the car to which reference is made in the previous paragraph. I must confess that my first 40 or 50 miles in the Bean car did not give me an unduly favourable impression. I thought that the car was all right and that is all, but from the first hundredth mile onwards my pleasure in driving it increased progressively, and when I returned that car to its makers, having completed in it something like 1,000 miles, I was quite an enthusiastic admirer and felt that I had a sound basis on which I could found my admiration. Sometimes I have spoken enthusiastically of cars after relatively short tests, and I have never done so unless I have honestly felt that further experience of the car would justify and strengthen my previous impressions. Nevertheless I sometimes wonder in a general sort of way whether this actually would be the case. Would some of the cars that impress one so

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Owners of pre-war Belsize models have proved their roadworthiness under the most strenuous service conditions.

Here is what they write: "She climbs any hill on top gear" (*Scotland*); "She climbed the stiffest gradients with ease" (*Wales*); "For staying power and climbing beyond all praise" (*England*); "50,000 miles on rough roads" (*Ireland*); "Runs wonderfully well on the Jhelum Valley road to Kashmir" (*India*) · "Running regularly over very rough roads" (*Patagonia*) These extracts are typical.

And the new cars? A taciturn Scot admits to 51 miles in 95 minutes over the none too smooth Carlisle to Castle Douglas road, and in his letter adds, "It is certainly the best car I have met yet for knocking up a good average without risk."

Illustrated Catalogue No. 330 with specifications, illustrations and prices, free on request.

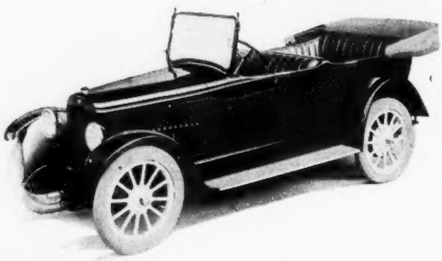
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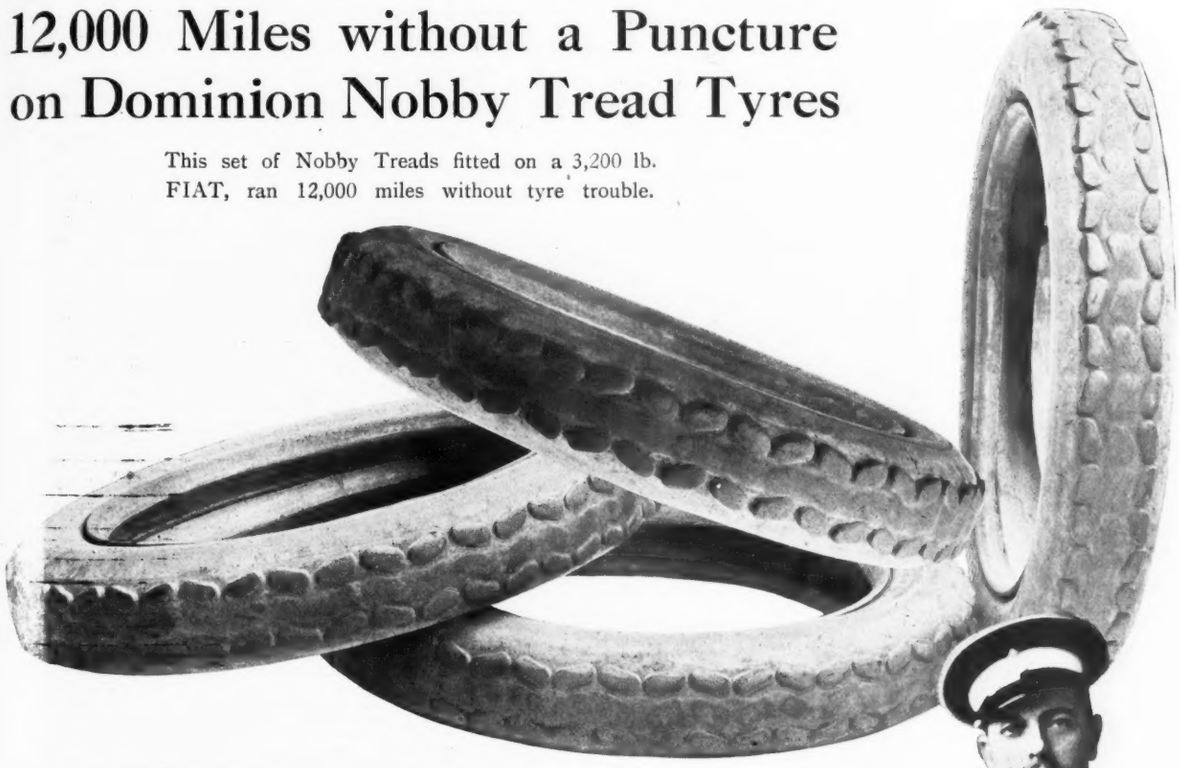
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Mr. Coram uses his heavy FIAT limousine in keeping *all* his professional engagements throughout Great Britain. He has to race against time frequently.

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In February 1919, when taking delivery of the car, the body makers recommended Dominion Nobbies as "the *only* tyres likely to give service on such a heavy car."

Dominion Nobbies justified that recommendation—ran faultlessly without a *puncture* or without having once been *off the rims*, in all weathers and over all sorts of roads in England, Scotland, and Wales.

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Dominion Nobbies never fail to give service on any type of car—heavy or light. They are conceded to be the most *reliable* tyres that money can buy, Made for beaded edge and straight side rims.

Why not buy some Nobby Mileage for your Car? Running ease—Freedom from Tyre Trouble too.

YOUR MOTOR AGENT CAN GET THEM.

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DOMINION TYRES ARE GOOD TYRES

strikingly in the first few miles maintain the high standard on long and continued road tests? The majority do. Personally I have not encountered any that do not, but I am told by people who ought to know that such cars do exist.

It is somewhat surprising how one's impressions of a car vary with the length of one's experience of it, the best example that I can think of to illustrate this point being the G.N. cycle car. The short trip in the G.N. cycle car gives the driver the impression that he is handling an ultra "nippy" runabout and one that is far noisier than it need be, but after some 2,000 miles in one of these charming little vehicles the noise appears to disappear. Actually it does nothing of the sort, but one's ears become accustomed to it, and there is not the slightest suggestion of annoyance from the very healthy bark of the exhaust. Similarly with its springing. At first the G.N. springing is anything but *de luxe* springing, and certainly prolonged experience does not give it *de luxe* elements; but at the same time it undoubtedly accommodates itself to the inclinations of the driver, although in practice the process that takes place is more probably the reverse of this. The driver becomes accustomed to it, and he realises that at speed the G.N. springing is as good as many others.

All of which has a quite interesting lesson for the private owner, teaching him to postpone judgment of his newly delivered car until he has covered a really fair mileage. A thousand miles is a safe minimum. There is not a car in existence of which the engine behaviour does not improve during the first two or three hundred miles, and the remainder of the first thousand gives the engine time really to settle down to its work, and gives the springs and the body a similar opportunity to accommodate themselves to the chassis and to the load that is normally carried. Theoretically this settling down process should not exist, but in practice it is very real. Wherefore it is a safe recommendation to offer the disgruntled purchaser of a new car to ponder over his judgment before he condemns without qualification a car of which he has had but a brief experience. W. H. J.

ITEMS.

Novel Fishing.—During the early part of last month the idea of fishing from the air was conceived by two aeronautical heads of departments of the Goodyear Tyre and Rubber Company in California, who, starting out early one morning in a 95ft. long airship known as Pony Blimp D.57, flew to San Pedro Harbour. After studying the water from the air at the low altitude of 40ft. until they saw a school of fish in 15ft. of water, they dropped to the surface and floated on a pontoon which was attached to the cabin of the ship, and threw out their lines. They were so successful in a short time that they started the engine of the Blimp at a low speed and went out into deeper water with a still greater success. So contagious has the excitement of fishing from the air proved in Los Angeles that the Pony Blimp is being booked up some time ahead for similar trips. It is planned to utilise this airship in the fishing ground of Catalina Island, thirty miles from the California shore.

The M.F.H. Association.—Mr. Rawlence, who has for forty years been acting as secretary of the M.F.H. Association, recently announced, much to the regret of members, that he was retiring. In future the M.F.H. Association will meet at Messrs. Beauforts, Limited, automobile engineers of 161A, Brompton Road, S.W.3, an automobile concern of which several directors are ex-M.F.H. Messrs. Beauforts have recently extended their premises by the purchase of Messrs. Ward's old yard a starting place for several coaches in bygone days.

Timken Tapered Roller Bearings.—Under the style and title of British Timken, Limited, a new all-British company has just been formed to take over the manufacture of the well known Timken roller bearings in this country, formerly carried on by the Electric and Ordnance Accessories Company, Limited. The capital is fixed at £50,000, and the head office and works are at Ward End, Birmingham, where a fully equipped modern factory is already in existence for manufacturing these bearings on an extensive scale.

South African Restrictions on British Aircraft.—In spite of the fact that the Imperial Government is said to have presented a large number of aeroplanes to the Union of South Africa, there appears to be no disposition on the part of the latter to return the compliment by admitting British flying machines and spare parts into South Africa free of duty. At present the payment of 17 per cent. *ad valorem* insisted upon is a serious drawback to the progress of aviation in that colony. If it were not for the fact that there are still new high-class machines available from the Government stock purchased by the Aircraft Disposal Company, Limited, the outlook would be depressing in the extreme. There is immense scope in the Union for the development of aerial transport services, but there is no gainsaying the fact that the ardour of private local enterprise is greatly diminished owing to the duty payable, which adds so materially to the price of the machine. On the other hand, there is so much popular enthusiasm in connection with Handley Page flights, which are taking place daily in various centres in the Union, that there is some hope of the Administration being induced to follow the example of India in the future.



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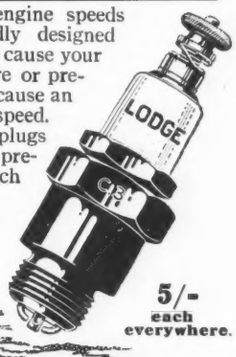
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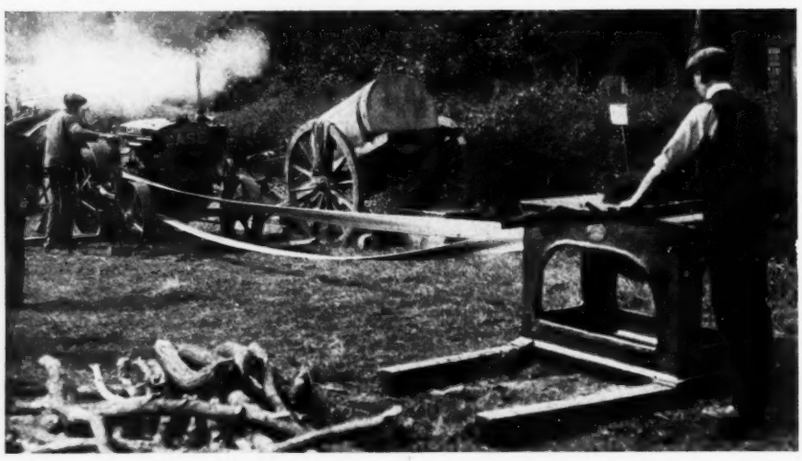
LODGE

HITCHING THE SELF-LIFT PLOUGH

I HAVE occasionally made reference to the importance of correctly hitching the self-lift plough to a tractor. It is a truism to state that the success or failure of tractor ploughing with a self lift implement, given a properly designed plough and a tractor which is powerful and heavy enough for the work which is put before it, depends entirely on the hitch and adjustment of the plough.

Perhaps, to begin with, I had better explain the fundamental difference in regard to the method of hitching which obtains between a self-lift and a riding or steerage plough. In the case of the latter, its direction is entirely under the control of the ploughman, who sits on it and controls it by means of the steering lever. In order to give him that complete control the connection between tractor and plough must be entirely flexible, and usually consists of a chain or rope. The tractor usually travels on the surface of the unploughed ground and is steered by its driver in a direction parallel to the furrows. Slight deviations from the correct line of travel do not matter, but owing to the fact that the driver can confine his attention almost entirely to the machine which he is driving and is not called upon to keep so careful an eye on the working of the plough, such deviations are unlikely to occur. Moreover, because of the flexible connection between the tractor and implement, the work of steering the tractor is rendered much easier, since there is practically no side draught to influence the steering.

The use of a riding or steerage plough, it is clear, largely because of the divided responsibility, allows of easier conditions for the driver of the tractor, and because the plough is subject to the control of a man who has nothing else to do but take care of its adjustment and direction, the work done is, as a general rule, better with that type of plough than with the self-lift. But, and it is a big but, the cost of the work is considerably increased, particularly in these days, owing to the fact that the labour required is exactly doubled. Also, since the self-lift plough can be made to do as good work if the hitch is properly adjusted, the additional cost is not justified.



ILLUSTRATING THE VERSATILITY OF THE TRACTOR.
In both the illustrations on this page the tractor is a Case.

The self-lift plough is actually steered by the tractor, and therefore it is necessary that a rigid connection be employed between the two machines, otherwise proper control is quite out of the question. The problem of hitching may be considered from two points of view: that of the tractor driver, who is concerned because of the difficulty of steering, which varies considerably in accordance with the arrangement of the hitch, and that of the farmer, who desires above all things that his ploughing should be well done. The comfort of the driver necessitates the plough being so attached to the tractor that the pull on the latter is in a straight line immediately in the centre. In such circumstances there is no side draught on the tractor, and it is as easy to steer as a car. For good ploughing it is necessary that the pull on the plough should be in a straight line ahead, so that the plough is free from side draught and the furrows are all evenly laid. Very rarely is it possible for these conditions to be realised concurrently owing to the difference between the widths of tractor and plough. This is a point which may best be made clear by an example or two.

First consider a tractor, 5ft.. wide, hauling a three-furrow plough with 10in. shares and running with one wheel in the furrow; secondly, the same tractor ploughing in heavy soil two furrows, each 9ins. wide, and running with both wheels on the unploughed surface of the ground, with the off-side wheel 1ft. from the edge of the furrow last turned. The correct centre of draught on a plough bottom is usually reckoned to be along a line parallel to the land slide and distant from it one-fifth of the width of the furrow which it is cutting. Where there are a number of shares to the one plough, as is usual with tractor implements, the centre of draught is the mean of those of all the bottoms. The centre of draught of the tractor is in the centre of its width.

In the first example quoted above, the centre of the tractor is 20ins. from the edge of the last ploughed furrow (assuming that the width of the wheel is 10ins.). The centre line of the draught of the plough is 18ins. from the same datum, and the distance from one centre to the other is therefore only 2ins. In the second case, however the centre line of the tractor is 1ft. plus half the width of the tractor; that is to say, 3ft. 6ins. from the outside edge of the last furrow. The centre line of draught of the plough, on the other hand, is only 11½ins. from that edge, and the two lines are therefore more than 2ft. 6ins. apart. These are two extreme cases. Rarely will it be found possible to obtain conditions so favourable as those outlined in the first case, and still more seldom will it be found that there is such a divergence between the two centre lines as that indicated by the second example. There are two questions which arise: Which machine should have the benefit of any adjustment, and how is the adjustment to be effected?



CULTIVATING WITH A NOTCHED DISC HARROW, AN IMPLEMENT WHICH THE TRACTOR IS BRINGING INTO FAVOUR.

I believe that, so far as is possible, all the extra load due to lack of alignment should be thrown on the tractor. In the case of the tractor running in the furrow this is easy. The difference is not great, varying from 1in. or 2ins., as shown above, to 10ins. or 12ins. There is generally provision in the drawbar of the tractor for lateral adjustment to that amount, and the plough should be attached at that point which, when the tractor is at work, is in a direct line with the centre of draught of the plough. When the tractor is running with all wheels on the top of the land, the difference in alignment is usually too great to be corrected on the drawbar of the tractor. In such a case it is usual to compromise, and if this be done, the best way is to attach the plough as far to the off or furrow side of the tractor as the drawbar will allow, compensating for the remainder by adjustment on the plough hitch. Next week I hope to deal in detail with the method of doing this.

His Majesty the King is once more setting an example to his subjects. This time it is in connection with his farming. I am informed that Major Ramsay, acting on behalf of His Majesty, has just purchased an Austin tractor, which will be used on the Royal estates in Scotland.

The war has given a great impulse to the use of agricultural machinery in Italy. An International Agricultural Exhibition, including exhibits of machinery used in agricultural industries, will be held at Rovigo from the 12th inst. to the 31st prox. British manufacturers of machinery and appliances used in agriculture and in all processes and industries connected therewith should apply for information to the British Italian Commercial Association (Incorporated), 12, Nicholas Lane, E.C.4. CULTOR.

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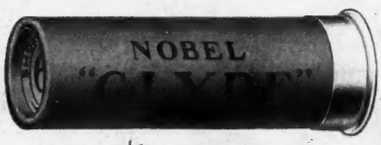


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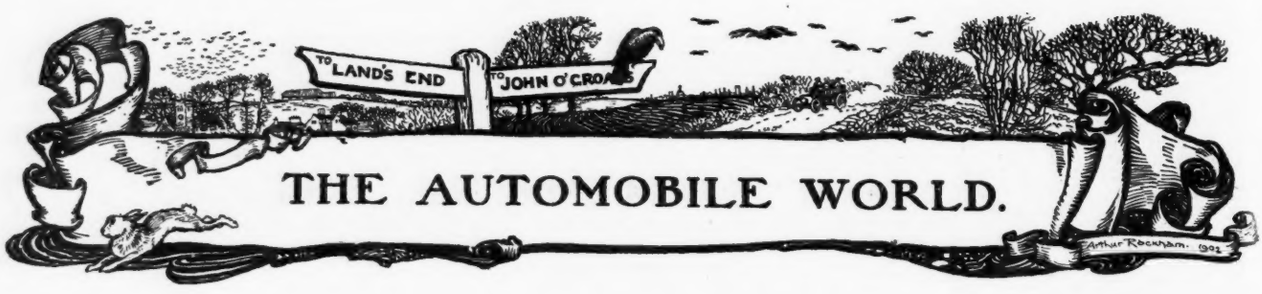
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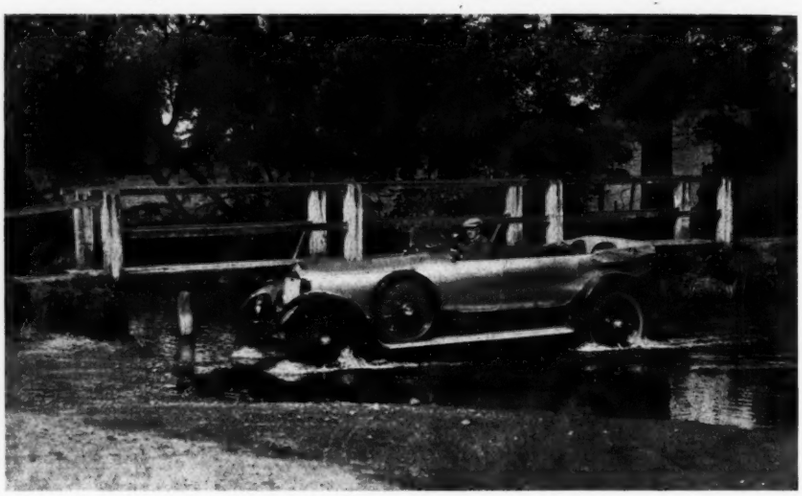
THE NEW LANCHESTER "FORTY" ON THE ROAD

SOME people who pretend to know cars and all that appertains thereto are widely airing their opinions, "based on long experience," etc., that the new post-war cars are not proving by any means such advances and improvements over their predecessors as their makers would have us believe. The material that is being used, they say, may be a trifle better when judged from the standpoint of laboratory tests, but when it comes to the real tests of service on the road it does not stand up in a manner in any way comparable to that to which we had become accustomed before the war. Certainly there may be a certain amount of truth in it, but the idea undoubtedly owes much of its foundation to the increased popularity of motoring, which results in rumours of unsatisfactory service on the part of any well known make of car spreading much more rapidly and much more widely than would have been the case a few years ago. I myself recently heard a story of a man who had taken delivery of one of our first-class cars and within a week he had to return his purchase to the manufacturers for complete overhaul involving an entirely new back axle. It so happened that the car was one of the first of the new models that had been turned out by this particular maker; it was therefore a car of special interest, and the history of that car very soon permeated to the four corners of the British motor world. Had the maker been fully established with his new model before that particular car left his gates it is doubtful if the back axle story would have gone any farther than the owner's intimate circle of acquaintances.

But of one thing I am convinced, and that is that in our highest class cars at any rate the advances made over pre-war models are truly wonderful. There is no other word that describes the case, and as the very essence of post-war progress towards perfection I can think of no better example than the new model Lanchester. From stem to stern this car is a really wonderful proposition, whether one judges it from the mere technicalities of its chassis construction (which have already been described in COUNTRY LIFE) or from its performance on the road.

A test of the new Lanchester is an experience that will stand out in the mind of the enthusiastic motorist as one never to be forgotten. From the passenger's and driver's point of view there is nothing unconventional about the car—that is to say, its engine, if individualistic in the highest and best sense of the term, embodies no feature that is apt to absorb one's interest. Its transmission is, of course, still by the Lanchester epicyclic gears, but this is not a characteristic that is always haunting one's mind and is continually calling for special attention and observation as one travels along. But nevertheless the first half-mile in the Lanchester reveals to the most inexperienced of motorists that he has beneath him an engine and a chassis as different from the ordinary run as is a Derby winner from the antiquated cab-horse.

Really I do not know where to begin in committing to paper my impressions with this super-car. They seem to crowd on me in a mass which on being peered into dissolves away into nothingness. In other words, everything about the car is so excellent that there is no outstanding impression as a result of quite an exacting little test in it, and one feels inclined to say, "The Lanchester is the finest car in the world," and let it go at that.



A NEW LANCHESTER "FORTY" NEGOTIATES A SHALLOW FORD.

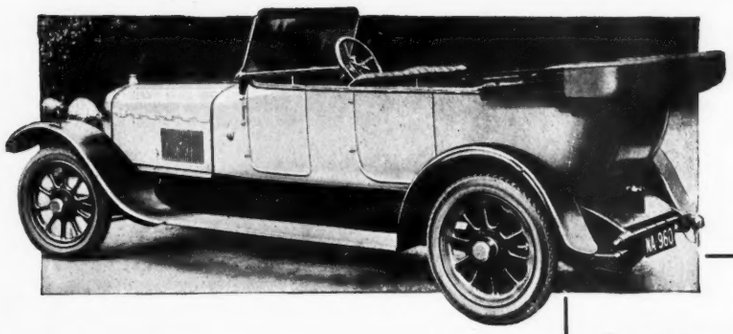
As the engine is fitted with overhead valves I suppose one is expected to say something about valve clatter, but really one cannot. The Lanchester valve gear is as silent as that of cars that have no valve gear. Perhaps I have been behind engines that were more silent over-all, but such noise as emanated from the Lanchester was restricted to a hum from the lay shaft through which the dynamo and starting motor had their drive to the crank-shaft. The rest of the chassis was easily the most silent of any chassis employing a positive transmission system that I have experienced. The epicyclic gears might from the point of view of the noise they made have been entirely absent. Not a sound could one hear on any of the three forward ratios.

And while in the neighbourhood of the gear-box we may refer to a stunt performance put up for my benefit by Mr. Millership, the sales manager of the company, who took me out on my test run and gave me the motoring experience of my life. We were travelling through a Birmingham suburb at a mere Lanchester crawl, which means about 35 m.p.h. Suddenly I was thrown forward on my seat and barely saved my head from going through the wind screen. The car came to a standstill and immediately began running backwards. The daring and heretical driver had put in the reverse gear! As he did so he released the accelerator pedal, but he took care to explain that



A GRADIENT OF 1 IN 8, A TWISTY LANE AND A SURFACE ANYTHING BUT GOOD, DID NOT PREVENT THE LANCHESTER FROM MAINTAINING ITS 40 M.P.H. ON SECOND GEAR.

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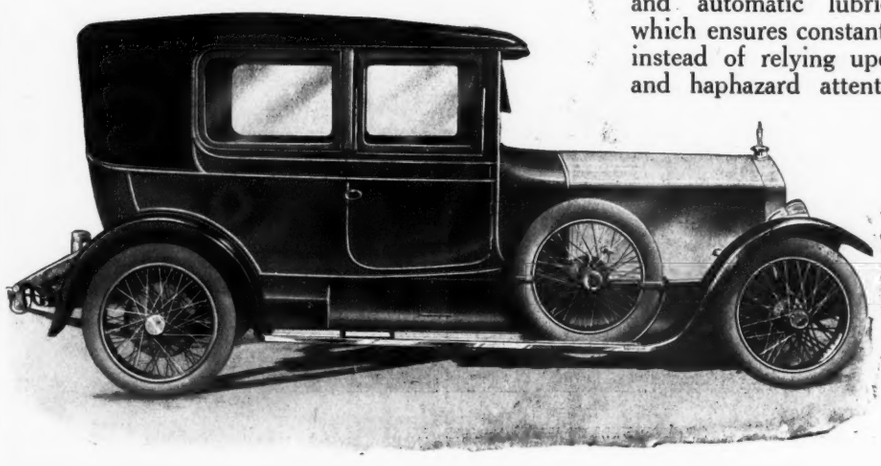
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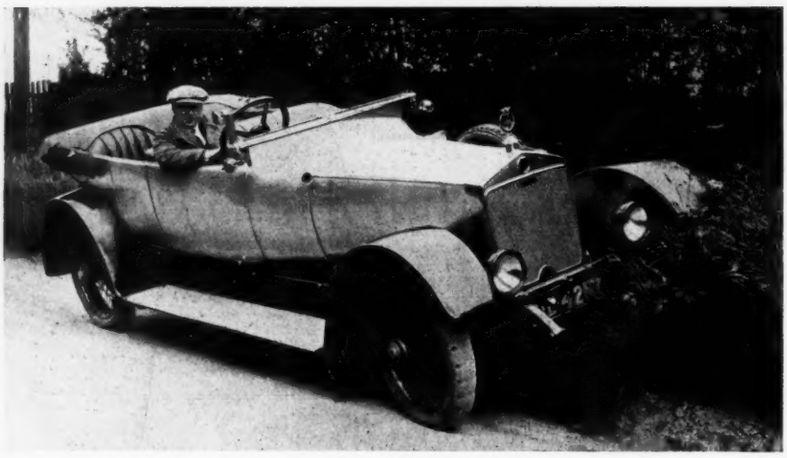
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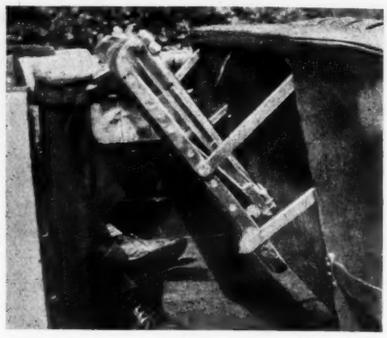
A DRAMATIC ILLUSTRATION OF THE FLEXIBILITY OF LANCHESTER SUSPENSION.

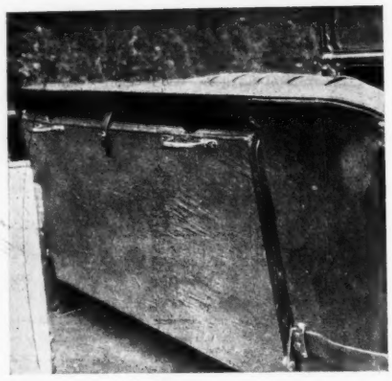
the only reason he did this was to save the road, as otherwise the back wheels would have churned up its surface when the clutch was released with the reverse gears engaged. It was a performance that takes a lot of believing, but I can assure my readers by all the gods that it was actually done.

Before getting too far away from the engine and finding myself entranced with the suspension and steering, I must say something about the power that is concealed under the elegant Lanchester bonnet. Some readers may be unfortunate enough to know Navigation Street, Birmingham. To those who do not I may say that Piccadilly at lunch-time is comparatively devoid of traffic, at least from the point of view of one who has to pilot a car through it. In Navigation Street one has trams, children, hand-carts, hansom-cabs, motor cars and railway porters fighting in a frantic *mêlée* to reach their destinations, of which each one seems to be in entire ignorance. In the middle of the struggling mass may generally be distinguished a flurried policeman waving his arms like a novice practising semaphore. I suppose that the speedometer registered 25 as we went through the crowd, but before we were quite clear of it the driver jumped right out of the car without stopping it, having, of course, previously reduced the speed, and walked alongside the car, still in motion and still with top gear engaged, with very much the air of an owner leading in his victorious horse after a big race. He was not hurrying but walking comfortably, and the big car kept down to his pace without any jerkiness or the slightest murmur of protest. And then as if to display his athletic prowess the driver leapt back into the seat, apparently landing straight on the accelerator pedal, the speedometer needle whizzed round to 40 and we were off down the Bristol Road.

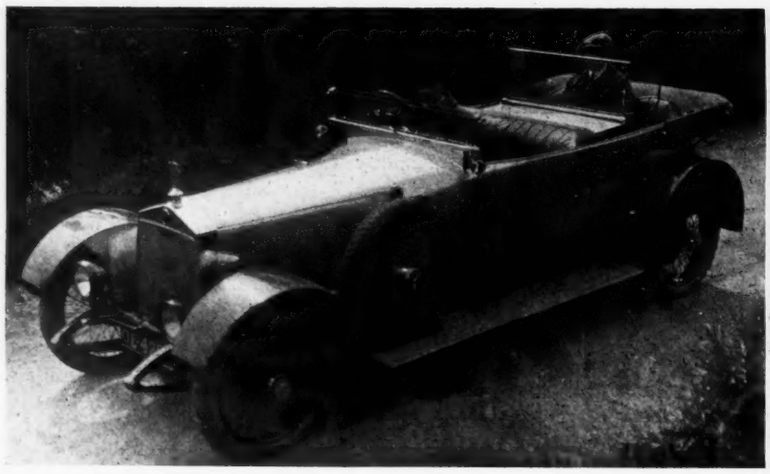
It is round about 40 m.p.h. to 45 m.p.h. that the greatest charm of the Lanchester is to be found. The speed is attained and maintained without the slightest suspicion of effort from the engine, and in fact it is not until one is well past the 55 mark that one seems to call on the Lanchester engine at all. I have been on other engines that will attain their 50 without much display of effort, but I do not think I have been on any that would give a speed range of from 3 m.p.h. to 55 m.p.h. within the first third of the accelerator pedal movement. It is truly marvellous, and what the car will do when the other two-thirds of the accelerator pedal are pressed home I shudder to think of. I am told that with a standard touring body with a full complement of passengers, 89 m.p.h. has been attained, and I can quite believe it. The most that we did on our test was 60, and try as one would one could detect no physical evidence that there was a wonderful mass of iron and steel, to say nothing of tungsten and other things, working under the bonnet.

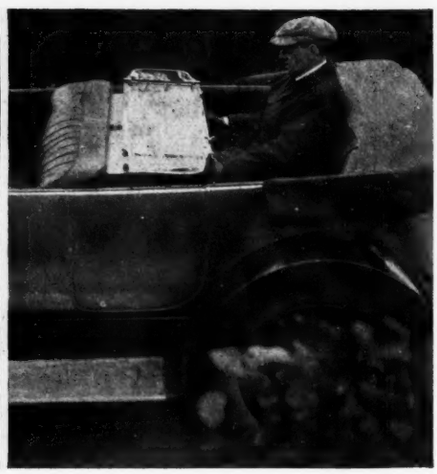
The Lanchester engine is not only clean to look at—it is a clean worker. And if the car had not so many charms, this could safely be described as its greatest. The engine is in its behaviour the nearest approach to an electric motor that I have discovered. It simply revolves and gives out power. The various auxiliary operations that are involved in the process are absolutely concealed from the senses of the driver and passengers. It is, in fact, an engine that every other car designer should try to emulate. A huge power output (the engine is capable of no less than 89 h.p. on the brake) combined with a remarkable docility are features that every car designer ought to achieve but very seldom does. I have already said something about the Lanchester speed capacity which is really enough to inform anyone as to the prowess of the engine, but I would like to refer specifically to a performance achieved by the car on a steep hill in a narrow lane that we tackled in our test run. One of the photographs



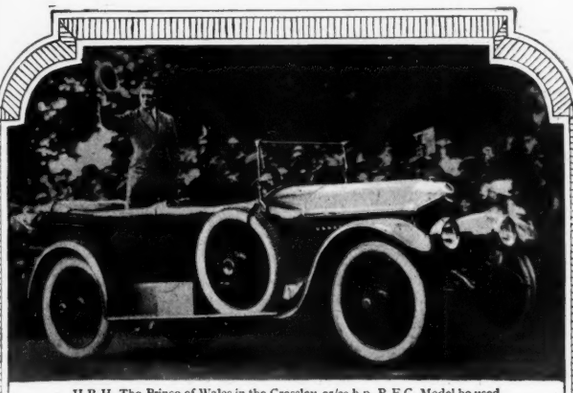


THE LANCHESTER REAR WIND SCREEN FOLDED AWAY (*below*) AND IN COURSE OF ERECTION (*above*).





THE LANCHESTER REAR WIND SCREEN FULLY ERECTED AND IN USE AS A TABLE.



H.R.H. The Prince of Wales in the Crossley 25/30 h.p. R.F.C. Model he used during his Australian Tour.

THE PRINCE OF WALES

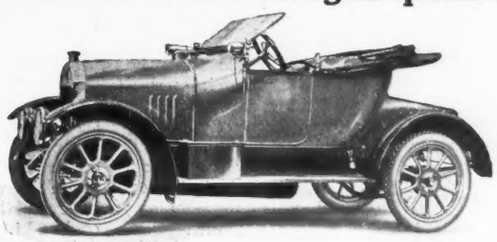
TWO Crossley 25/30 h.p. R.F.C. Model Touring Cars and one Limousine Landaulette were used by H.R.H. The Prince of Wales and suite during the Australian Tour. ¶ That Crossley Cars were used during the Prince's tour in Australia is a tribute to their reputation for efficiency and endurance. Long distances over all sorts of roads had to be covered; comfort and safety were essentials. Time, too, was a factor of importance, and only a thoroughly reliable car could give satisfaction. ¶ Crossley cars are built to give the highest degree of service. This they are attaining in every part of the world. ¶ Write for interesting literature including illustrations and specification of the Crossley 25/30 h.p. R.F.C. Model.

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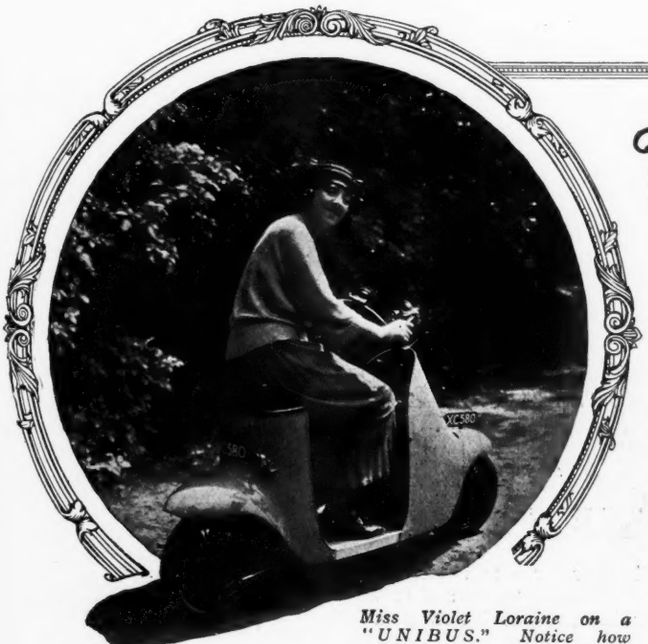
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St. James's 4.



Miss Violet Loraine on a "UNIBUS." Notice how complete the protection of both rider and mechanism.

The Unibus

THE CAR ON TWO WHEELS

THE UNIBUS has been called the "Car on Two Wheels" because it is built just like a car—with front and rear springs, two-speed gearbox and clutch, shaft transmission, and even a starting handle. The UNIBUS will carry you anywhere with speed, comfort and cleanliness. It is as handy as a bicycle and as comfortable as a car and travels 80 m.p.g. at any speed from 3 to 30 m.p.h.

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THE UNIBUS Book is profusely illustrated in colours with reproductions of actual photographs. The joys of UNIBUS riding are fully explained and pictured, and complete information given as to its construction. Write for a copy, post free, from the sole Concessionnaires.

THE UNIBUS is especially suitable for ladies. It is ideal for visiting, for picnics, for tennis parties, while the roomy compartment underneath the seat is available for carrying parcels on shopping expeditions, safely, cleanly and out of sight.

The UNIBUS is manufactured by The Gloucestershire Aircraft Co., Ltd., Sunningend Works, Cheltenham.

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illustrates this and gives a good idea of the character of the road and especially of its surface, but unfortunately the photograph suffers from a common shortcoming in that it does not emphasise the gradient, which I should imagine was about 1 in 8. We came up this road with the speedometer registering 40 m.p.h. and, most wonderful of all, we seemed to *glide* up the hill.

But however great the Lanchester engine may be, it is probable that the average observer will be far more impressed by the suspension of the car. Lanchester suspension has always been one of the greatest features of Lanchester cars, and a very short trip on the new car reveals why this remains so. On one occasion while travelling at about 40 m.p.h. along a country road having a pavement with a turf edging about a foot in depth, Mr. Millership drove the front wheel right on to the pavement and off again and I felt not the slightest suspicion of a bump during the process. One of the photographs gives a striking illustration of the flexibility of this super-springing. The near front and rear wheels are, in the photograph, resting on a bank about 18ins. higher than the road on which the off wheels are resting. When the car was first brought to rest in this attitude it was not in a convenient position for a photograph, and so I asked for it to be brought a few yards forward. The driver simply took the car straight along with the two near wheels on the bank and the two off wheels on the road!

The steering is as good as that of any other high-class car and very much better than that of most. It is extremely light, but on the other hand it is not too light, and its irreversibility ensures the maximum comfort for the driver. The column is easily adjustable for rake, and any driver may have the wheel where his fancy chooses. For my own personal taste the steering wheel of the car was rather too high, but I am rather glad that it was so for it brought out an attractiveness in the disposition of the wheel that would otherwise have escaped my notice. The front seat is so conveniently wide that one may squeeze into the extreme corner and obtain a clear view of the whole of the road in front by looking round the wheel, *i.e.*, between the wheel and the off-side column of the wind screen.

And there is another Lanchester detail provided for the comfort of the occupants that calls for mention. On either side of the scuttle dash are mounted a pair of ship's type ventilators. These do not communicate with the front compartment of the body but pass between the true and false dashboards, keeping the space between them continually filled with a cool and fresh current of air. Thus there is, as it were, a fresh-air compartment between the engine bonnet and the front seat and no heat or smell from the engine can possibly find its way to the occupants of the car.

The Lanchester rear wind screen is a recent addition to the standard touring body, and a highly commendable feature it is. It is illustrated far better in the photographs than it could be in any verbal description. The first two illustrations show the wind screen in its folded-away position when not required for use, when it fills a recess in the back of the front seat and is entirely out of the way. A mere pull on the two handles at the top of the screen is sufficient to bring it into the position shown in the last illustration given here, where it is being used as a table. It is also shown fully erected, and one should not omit to notice in this view the presence of the two side valances which are so necessary for an efficient rear wind screen, although they are too often lacking.

I have described the Lanchester car and I have not found a single thing about it that can by any stretch of imagination be said to call for criticism. Nevertheless it is a fact that the Lanchester is, like practically every other British car, lacking, in that it is not fitted with an engine-driven tyre pump. It is a small detail that I regard as a regrettable omission from the luxurious equipment of an absolutely perfect car. W. H. J.

THE PRICE OF PETROL

THE expected has happened. When the new motor taxation scheme was definitely assured of passage into law with its consequent reduction in the price of petrol of 7d. a gallon, it was secretly whispered that before the reduction took place a corresponding amount would have been put on the price of petrol so that the reduction would result in no benefit to the private motorist. As it is the increase in price is taking place some four months before the reduction, with the result that the petrol companies will gain several millions before the reduction takes place, and that when this does happen their profits will be the same as they were in August. Although the action now taken is presumably due entirely to the petrol companies, a fact that should not be lost sight of is that the retail seller of petrol stands to gain considerably by any increase in its price. It may be that he will sell rather less, but as petrol is now a necessity to such an enormous number of consumers the reduction in quantity sold is apparently without point when compared to the gain accruing from the increased profit per can.

It has always appeared to us that a profit of 15 per cent. on the retail price

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FEW tyre users realize that the life of a tyre depends to a very large extent on the quality of the inner tube. Yet such is the case, for the inner tube is to the cover what sound lungs and heart are to the human being. The service of a cover depends largely on the ability of the tube to carry air under every condition of travel.

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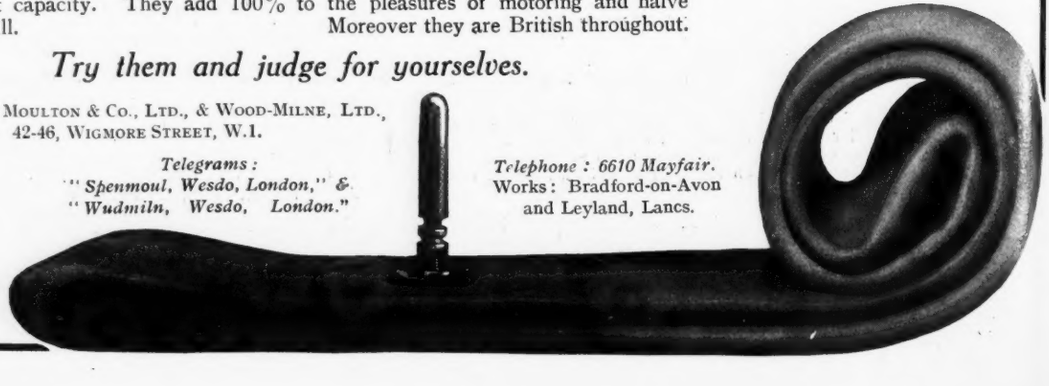
are genuine quality tubes specially designed to enable your tyres to function to their fullest capacity. They add 100% to the pleasures of motoring and halve your tyre bill. Moreover they are British throughout.

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Vauxhall

THE CAR SUPERLATIVE

A true test of performance-capacity

OVER 200 MILES IN SEVEN HOURS

IF this were an account of a great international race or a Brooklands stunt the heading would not be very alarming. When, however, it is stated that it is an achievement of a medium-powered touring-car with four grown-ups and three small children as passengers, over very hilly roads and for the larger half of the journey under atrocious weather conditions, it will be seen at once that the performance is a little better than just satisfactory. We left Manchester at a quarter to eleven in a 25 h.p. Vauxhall-Kington car loaded as stated. We came through Buxton and Ashbourne, which, as some readers may know, means crossing the spur of the Peak, negotiating wicked corners and even more wicked Lancashire road surfaces, and then on through Lichfield, Warwick, Banbury, and Oxford to Weybridge. We stayed an hour for lunch, half an hour for tea, and another half-hour for a fill-up with spirit, which may be taken whichever way you like. The first 90 miles were covered in fine weather, for the remaining 113 it pelted with rain. The average speed, it will be seen, works out to exactly 29 m.p.h. If there is another four-cylinder car of standard touring type that would have equalled the performance with the same ease as the Vauxhall I should very much like to sample that car. For the present I do not know it. The 95×140 mm. engine played with its load from the time we left Manchester until the time we put it away at night. Never once was the accelerator pedal held down at its limit, and I do not think we once exceeded 45 m.p.h. which means that the car maintained its average speed of round about 30 m.p.h. up hills pretty consistently.

VAUXHALL SUPERIORITY

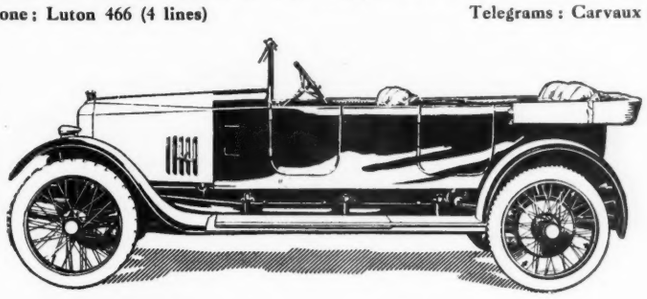
The 25 h.p. Vauxhall engine is indeed the best four-cylinder I have ever sat behind, and by the best I mean from an all-round point of view. I have sampled cars with more ginger, although the Vauxhall acceleration is not at all bad when one bears in mind that the car complete weighs over 1½ tons without passengers, and that the engine is not by any means a huge one. But the great feature of the engine is the way it does all that it is asked to do without any fuss or bother, and absolutely without any suggestion of periodic vibration. The four-speed gear-box has an emphatic hum that can hardly be described as noise. The back axle and the exhaust are the embodiment of silence. The springing would be remarkable if it were not eclipsed by the wonderful ease of the steering. The car holds the worst of roads as well as any car that I have sampled, and it can be steered with one finger over the whole of its speed. And just one word in conclusion about the foot brake. This is really a wonderful production, although there is nothing striking about its design. One just touches it and the car speedily comes to a standstill. Engine, steering, suspension, and foot brake on the new Vauxhall are great things, and in them one has the most important assets of any car that is to be called upon to work and give satisfaction under really arduous conditions. Also the rear seat of the car is comfortable, for which the Kington body designer deserves to have every other body designer take off his hat to him.

From a criticism of the 25 h.p. Vauxhall by Mr. W. H. Johnson, published in "The Financial News"

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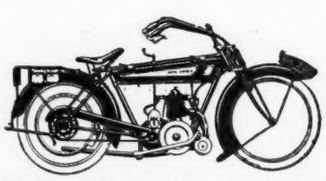
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But then cycling is so very much worth while for the exercise it affords, the pleasure it gives, the fresh air it takes you to that it scarcely seems wise to wait until their billiard table smoothness is restored—you may wait until you are too old to enjoy the delights of cycling.

The worst of roads becomes rideable when you fit your machine with a

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is an excessive profit to the garage proprietor in the case of such a commodity as petrol. When the same profit is given as normal for the selling of a car, it is reasonable. To sell a car one presumably has to exercise a certain amount of salesmanship, and with the highest class of dealer the sale of a car does not mean the end of the transaction, for the agent is generally ready to set aside a certain amount of his time in advising the purchaser as to how he may get the best result from his vehicle and also in assisting him to maintain it in the most efficient service for a few months after the sale has actually taken place. With accessories, in which the profit is generally more than 15 per cent., the same does not apply to as great an extent, but it is there, in principle at least, nevertheless. With such things as petrol and lubricating oil there are no corresponding considerations. A customer asks for a tin of petrol, he pays his money, as often as not he fills his tank himself, the dealer has no labour cost in the transaction or at least any labour worthy of consideration, and he has, comparatively speaking, no trouble. Certainly he has no difficulty in disposing of his goods. One garage proprietor with whom we were discussing the question recently was making a great song of the scanty profit that accrued to him from the sale of a tin of petrol. He had, he pointed out, the trouble of stowing it away when it was delivered by the oil companies, he had the risk that some of the tins would not contain their full two gallons and on them the petrol companies made no allowance, while it was quite possible that some tins might even be empty. Of the latter possibility we have our very strong doubts. Of the former the garage proprietor conveniently overlooked the fact that if a tin contained short measure it was the purchaser who stood the loss and not the seller. Who of us at some time or another has not bought a tin of petrol obviously short of measure, and yet has been met with a firm refusal on the part of the garage proprietor to stand any proportion of the loss?

We have been told that the retail seller of petrol would welcome a considerable reduction in the price because he would sell more, but surely he would here be "hoist by his own petard" in that the labour now involved in the sale of a tin of petrol would have to be borne by a much smaller financial return. We ourselves are strongly inclined to the opinion that the utter indifference displayed by the petrol companies to the consideration of their ultimate customers is considerably strengthened by the knowledge that any increase in price that they agree to make reacts considerably to the benefit of the retail salesman, and that consequently far from there being any opposition from this quarter, there is at least a mild support.

Just what specious arguments the petrol companies will invent to support their recent price increase we do not know, but we assume that they will be as sound as most arguments that they have hitherto brought forward on similar occasions to the effect that "the consumer will not be able to get petrol for less than we ask, and that therefore he must pay our price without grumbling or go without." To the best of our knowledge the only method by which the petrol companies could be brought to a sympathetic view of the motorist's opinion on the increase in the price of fuel would be by a general boycott of all the liquid fuel by its ordinary users until a reduction in price took place, and we must confess we consider such a boycott more after the nature of an ideal than of a practically realisable possibility. It may be that to some extent the present increase in price is one in sympathy with railway rates. It will at least have the same effect of forcing up all round the prices of every commodity that undergoes transport in any stage of its existence, which to-day means practically every commodity in ordinary use. An increase in the price of petrol is to-day an important factor in forcing up the cost of living all round, but from previous experience we feel that it is hopeless to make the somewhat natural appeal that the Government should take some action to put a limit to what is obviously rank profiteering. Such "defence" as has been made by the companies would be funny if the whole business were not so serious—with the exception of freights, which they control, the rise appears to rest on what *may* happen in the future.

A REAL TRIUMPH.

THE Autocycle Union Six Days' Trials, which is held every year in August, is, perhaps, the most exacting trial for any type of motor vehicle that is held. Every day the riders complete distances varying from 150 to 200 miles over the most difficult kind of country conceivable. This year the event was held with Darlington as a centre, and each day the riders traversed some of the roughest going of the Yorkshire moors and of the Peak District of Derbyshire. In the ordinary course of things we should not have made any reference to the trial, which is purely a motor cycle event, or, at least, is an event limited to mechanically propelled vehicles having not more than three road wheels, but the performance put up by the nine Triumph motor cycles that were entered surely constitutes a record, and, in any case, it forms extraordinary testimony to the excellence of these well known premier motor cycles. Nine Triumph machines started, and they won nine gold medals, the highest award. Also private owners riding Triumph machines won the private owners' team prize, a Triumph machine carried away the ex-despatch riders' prize, and Triumph machines obtained the second place in the trade team award—surely a striking triumph.

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For Car and Motor Cycle



BELDAM Tyres are NOT easily punctured; they do not skid; they give magnificent mileage. We can prove these claims by the number of testimonials we hold from experienced, unprejudiced motorists.

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35 miles to the gallon of petrol.

Over 1,000 miles to one gallon of oil.

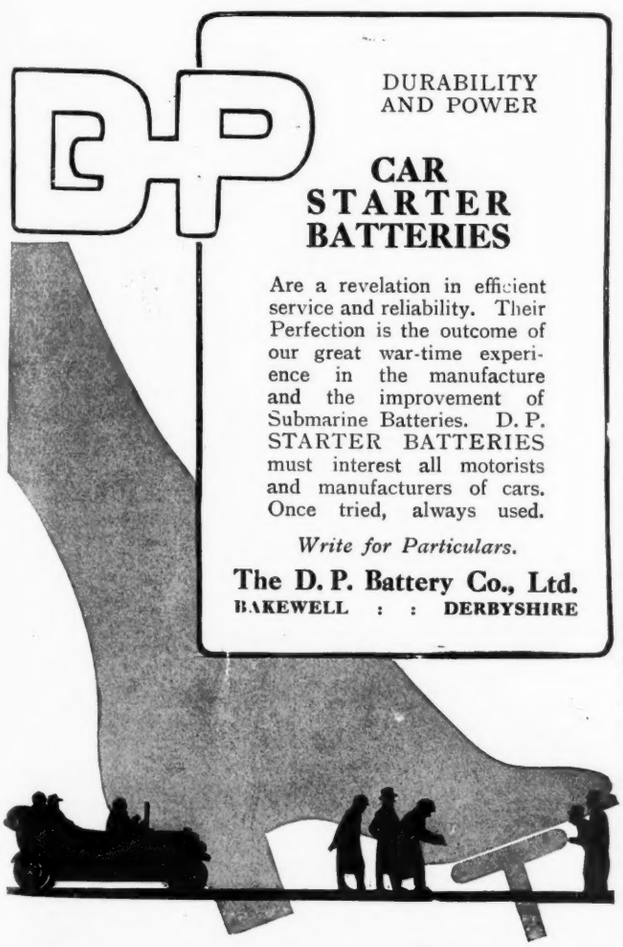
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Are a revelation in efficient service and reliability. Their Perfection is the outcome of our great war-time experience in the manufacture and the improvement of Submarine Batteries. D. P. STARTER BATTERIES must interest all motorists and manufacturers of cars. Once tried, always used.

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1. Panhard, 1892. 2. Darracq, 1898.
3. English Daimler, 1898.
4. 6 H.P. Wolseley. 5. 10/12 H.P. Argyll.

LOOKING back into the history of automobilism one realises the lavish amount of brains, capital, and enthusiasm that has been expended on developing the motor car to its present-day state of efficiency.

Insurance, too, has played a helpful part. In this sphere the Motor Union Insurance Co., Ltd., has been responsible for developments no less progressive than the work of the great designing engineers who made motoring possible. Many years ago the Motor Union Insurance Company took the lead in motor car insurance, a lead which, by reason of their comprehensive and generous policies, their prompt settlements and business-like methods, has not only been maintained but enormously increased.

The Motor Union Insurance Company's policies for motor owners have met with unparalleled success. The reasons therefor are set out in a little brochure, which will be gladly sent on request.

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SOMETHING NEW IN FARM POWER

THE CHEAPEST TRACTOR OF TO-DAY.

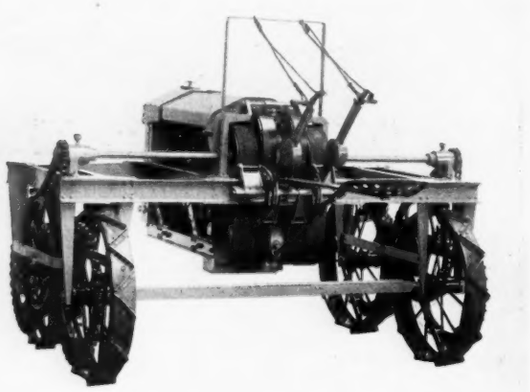
IT fell to my lot to publish in COUNTRY LIFE the first illustrations of the (then) cheapest tractor produced for regular farm work, the Fordson, which at that time provoked considerable interest because of the large contract placed by the Government. The Fordson at its price was intended as the tractor for the million. The Samson "Iron Horse", of which I now present the first illustrations



A ONE-MAN OUTFIT, EVEN WITH MISCELLANEOUS IMPLEMENTS.

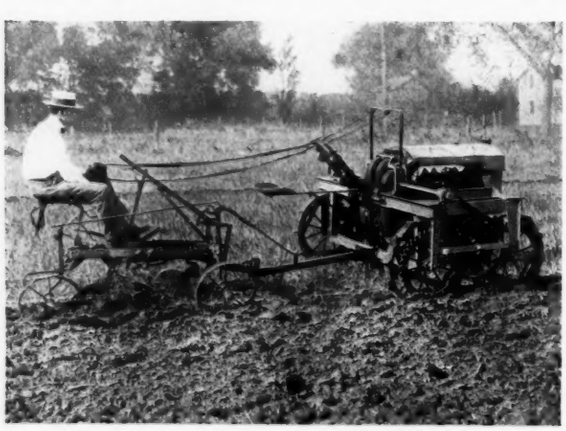
to be published in this country, should therefore be the tractor for the ten million, as it is a still cheaper manufacturing proposition.

As may be gathered from a glance at the accompanying illustrations, this new tractor is quite different in many ways from any other tractor yet seen in this country. The first



THE "IRON HORSE" ITSELF, REAR VIEW.

thing to strike one's attention is that the tractor can be driven entirely by means of reins. A pull on the right rein turns the tractor to the right, a pull on both reins stops it, a jerk on both lines starts it again. It is very small and compact, and this form of rein control has been devised so that the tractor can be hitched up to any existing horse wagons or farm implements and controlled therefrom in the way which is understood by



BEHAVING AS A HORSE, AND HAULING A "SULKY" PLOUGH.

every farm hand who is used to handling horses. A seat is provided at the rear of the tractor so that it can be worked as an ordinary tractor if desired.

The power is applied through all four wheels, and there are no steering wheels as commonly understood. The two wheels on each side are coupled together and turn as one. When it is desired to alter the direction of the tractor the drive from the engine is disconnected from one pair of wheels, which then slows down or stands still according to whether the drive is completely or only partially disconnected. The wheels on the other side continue to drive forward, and in this way the tractor is turned. Caterpillar tractors are turned on the same principle.

The illustrations show the general construction of the machine, and it may be gathered that drive or slip, as required



QUITE A DIMINUTIVE ANIMAL AFTER ALL.

is obtained by tightening or slackening the driving belts by means of the levers to which the reins are attached. When the tractor is driven by itself from the seat provided for that purpose the driver uses the levers without the intervention of the reins.

If this tractor is as satisfactory as reports indicate, it will be invaluable for many purposes which do not require the full power of a larger machine, and there are many advantages in being able to operate from the position of control of the implement in use. It will probably be some weeks yet before the makers, General Motors, Limited, receive their first consignment from America. PLOUGHSHARE.

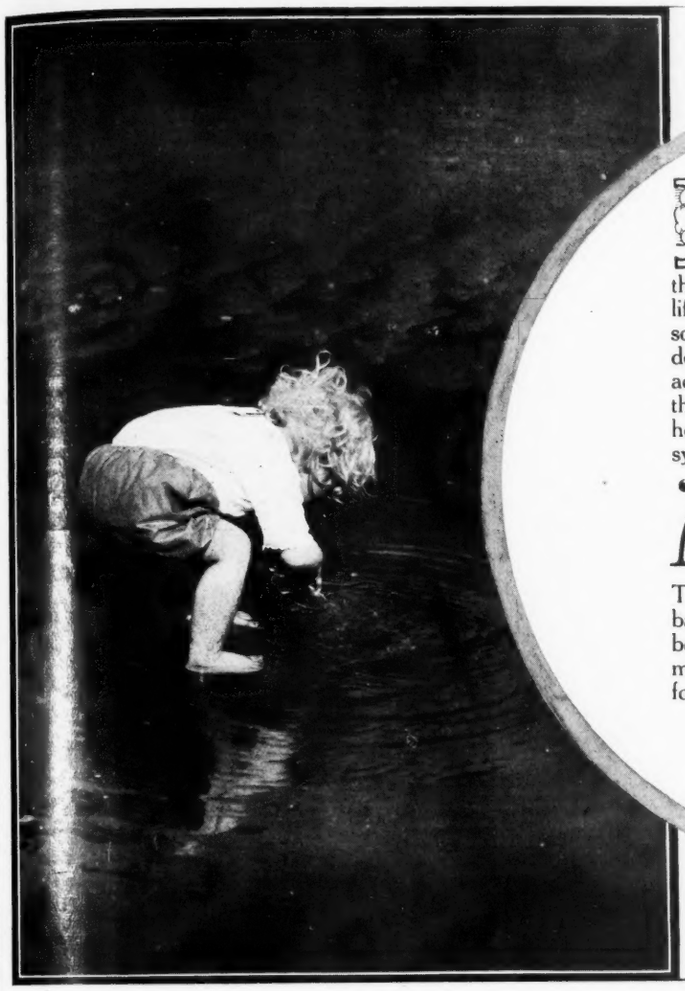
TRACTOR TRIALS IN EGYPT.

It is of interest to note, following a recent article which appeared on this page from a correspondent in Egypt, that active official steps are being taken to promote and further the use of agricultural tractors there. Reference to the prospects and conditions affecting the sale of tractors appeared in a recent Board of Trade Journal, and the Department of Overseas Trade is actively endeavouring to imbue British manufacturers with some enthusiasm for the Egyptian market. In a recent circular letter they point out that tractors, tractor ploughs, and deep-tilling cultivators are urgently required. Manufacturers should, in every case, take care to be represented by capable agents, experts in their line, and willing to carry a sufficient stock of spares. A double series of trials of tractors and tractor implements is to take place in the early part of 1921, those in the Southern Delta being fixed for January, and in the Northern Delta for March. Full particulars of the trials may be obtained from the Department of Overseas Trade.

TRACTORS, SEEDS AND CATTLE FOODS.

The problem of being able to get good seeds at a reasonable price is one which is troubling the farmer more and more each year. There does not, at first sight, appear to be any scope for the intervention of the tractor in this connection, but, as a matter of fact, the man with the tractor who makes judicious use of his machine can, in many cases, improve matters in his own favour tremendously. For autumn sowing the farmer has generally to buy his seed, the reason being largely that his own grain is not threshed. He may have a threshing machine but no power to drive it. In the majority of cases he has neither the machine nor the power. The farmer who owns a thresher and also a tractor can set to at once, and although, with the incidence of other operations requiring the help of the tractor, he is not likely to be able to finish his threshing at once, he will, nevertheless, be able to provide himself with his own seed at one-fifth or one-fourth of the price he would have to pay by buying in the open market.

In regard to cattle feeding, too, and in connection with a dairy farm generally, the tractor is likely to come into its own in the near future. A landmark of the countryside is the silo tower, which is likely to be of much more frequent occurrence than the old time windmill. For the cutting and filling of this tower special machines are now on the market, and to drive them there is nothing more efficient than the tractor, which, as a rule, may also be used for actually bringing the machine alongside the tower and hauling it into position. CULTOR.



Established in the City of London A.D. 1715.

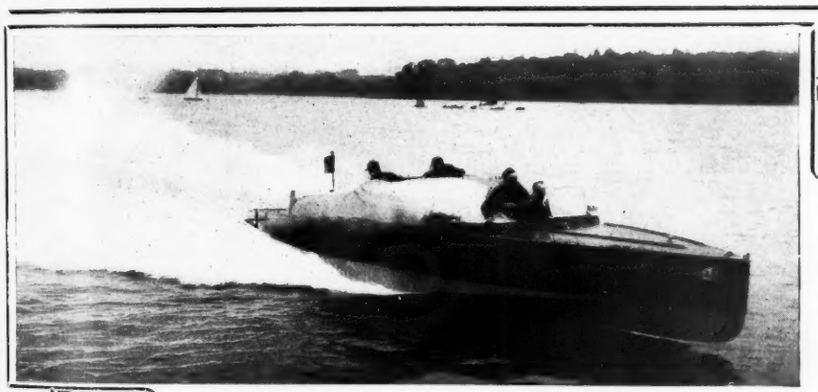
BABY'S development through the months of infancy—the increase of physical activity, the dawn of intelligence—form the most fascinating features of child life. The continuous progress that is so gratifying to the watchful mother depends upon the use of Foods correctly adapted to the stages of development through healthy infancy to sturdy childhood. This is the characteristic of the system known throughout the world as

'Allenburys'

There is a food for each stage of babyhood. You should write for the booklet on Infant Feeding and Management (free) and ask for a sample of food suited to the age of your baby.

Allen & Hanburys Ltd.
37 Lombard Street, E.C. 3.

Through Healthy Infancy to Sturdy Childhood.



MAPLE LEAF V running at OVER A MILE A MINUTE

More than a Mile a Minute over Water !

A NEW WORLD'S RECORD.

MAPLE LEAF V, the Saunders-built boat which put up so fine a performance in the race for the British International Trophy, set up a NEW WORLD'S RECORD in the Measured Mile Speed Trials in Southampton Water on August 21st last. Her mean speed over six runs, **OFFICIALLY RECORDED,**

EXCEEDED 66 MILES PER HOUR.

This result is a great triumph for the "CONSUTA" SEWN SYSTEM on which the boat is built—no other construction could have stood the enormous stress of 1,800 h.p., in a 40 foot hull driving in a seaway at OVER A MILE A MINUTE.

Ask us for details of the "Consuta" Sewn Plywood System.

S. E. SAUNDERS, LTD.,

EAST COWES, I. O. W.



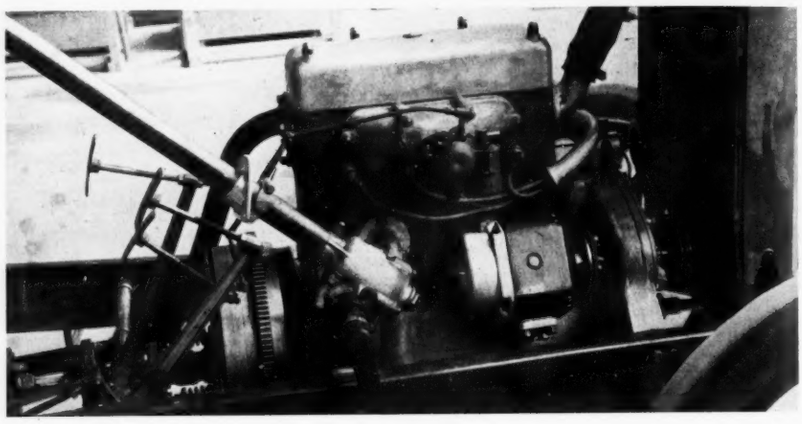
THE 12 H.P. ALBERT CHASSIS

IT is now almost exactly a year since we first announced the Albert car which, at that time, was being introduced by Messrs. Adam, Grimaldi and Co., of Vauxhall. Since then changes have taken place in the manufacturing arrangements, the firm responsible for the introduction of the car now making only the body, while the chassis is the product, in its entirety, of Messrs. Gwynnes of Chiswick. Also, the chassis has undergone one or two important modifications in design, but we feel our earlier high opinion of the car may still stand unaltered, for the Albert is undoubtedly a very attractive example of a class of car that, in our opinion, will in the near future become the most popular of any on the road.

The 12 h.p. engine has a power ample for all requirements in any part of the world; it is an engine that may be relied upon to take the car with a full complement of passengers absolutely anywhere. Continual increases in the price of fuel and dreadful taxation schemes will undoubtedly react against the sale of high-powered cars, by which we understand cars of over 25 h.p., and really there is very little difference between the performance, from the point of view of the ordinary motorist, of the car having an engine of 12 h.p. and one with an engine of double the rating. In the ordinary way 45 m.p.h. is about the maximum speed of both cars, and while, perhaps, more 20 h.p. cars will attain their 50 m.p.h. than will cars of little more than half the power, there are plenty of examples of 12 h.p. cars that can be relied upon for their 50 m.p.h. under any reasonably favourable conditions. We have not yet sampled the capabilities of the Albert on the road, but an inspection of its engine and chassis design leaves but little doubt in our minds that the car will be capable of a performance that will compare very favourably with that of any other of its type.

The four-cylinder monobloc engine, having a bore and stroke of 66mm. by 103mm., gives over 25 h.p. at its maximum speed of 2,700 r.p.m., the nominal rating of 12 h.p. being obtained at 1,400 r.p.m. The Albert engine, then, belongs to the high-speed type. Originally the cylinder barrels and the upper half of the crank case formed a single cast-iron unit, but now the whole of the crank case is of aluminium in a single piece, except for its detachable oil sump, and the cylinder block, still of cast-iron, is bolted to the crank case in the ordinary way. The valves are mounted overhead and are carried in a detachable head, being operated by push rods from a single cam-shaft housed in the crank case, conversion of the motion from the push rods to the valve stems being by rocker arms pivoted on a longitudinal shaft on the top of the cylinder block. As in the best modern practice, the whole of the valve gear is normally totally enclosed and is adequately lubricated as part of the engine lubrication system as a whole.

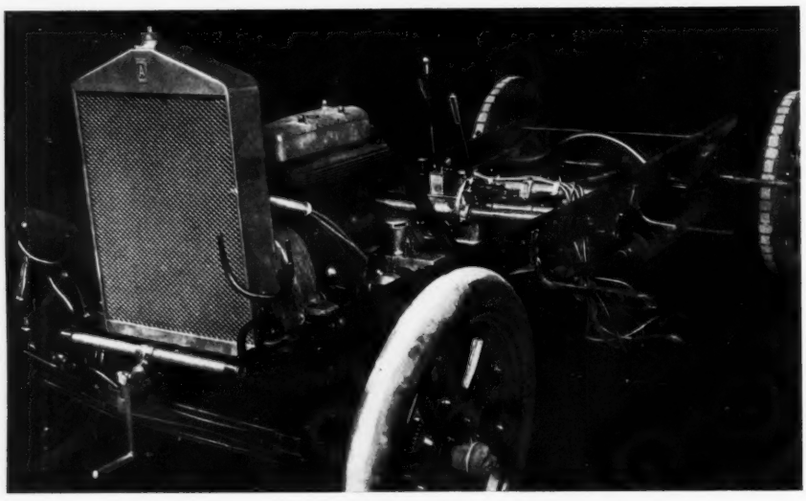
Lubrication of the engine is by gear-driven pump from the chain-driven cam-shaft, which delivers oil through the hollow crank-shaft direct to the main and big end bearings under pressure, whence surplus oil is conducted to the cylinder heads through special ducts for lubrication of the valve gear. After satisfying this duty the oil returns by way of special ducts to the cam-shaft housing, whence it passes to the timing gear and thence back to the sump, the whole of which unit is covered by a filter, which may be withdrawn from the front of the engine. A filler is embodied in the near side rear supporting arm of the crank case and incorporates both breather and filter.



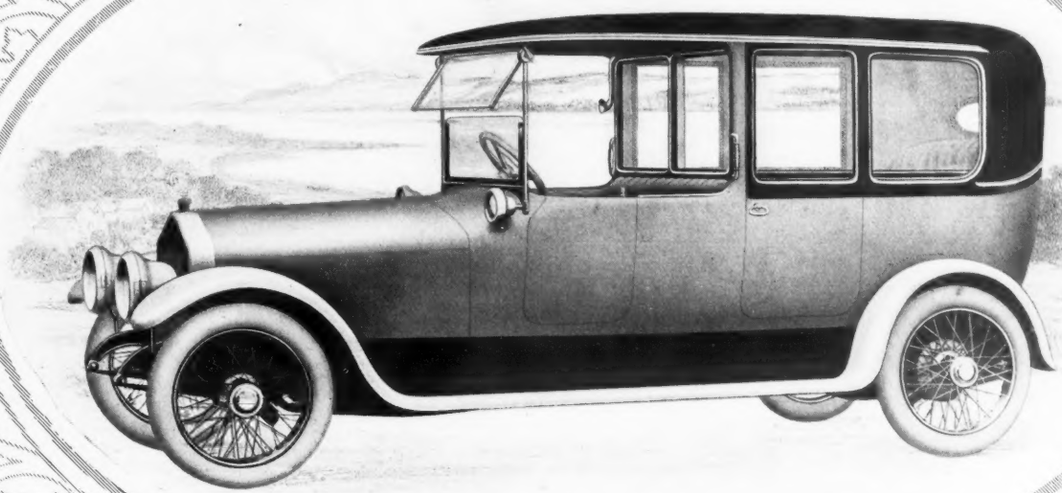
OFF SIDE VIEW OF THE ALBERT ENGINE AND CLUTCH DISPOSITION.

As stated, the cam-shaft is chain-driven, and from the timing gear is taken the drive for the magneto on the near side of the engine, and for the dynamo on the off side, the final connection of both units being through a flexible coupling. On the same side of the engine as the magneto is positioned the starting motor, which meshes with teeth cut in a band pressed on to the face of the flywheel, so that should renewal of the teeth be necessary for any purpose, it is not required to renew the whole flywheel, but merely to obtain a new band which may be pressed on. The accessibility of these three electric components is a very marked feature, and is perhaps best exemplified in the mounting of the dynamo, which, as may be seen from the illustration, is in what may be called an askew position. The sparking plugs are horizontally disposed on the off side of the engine, and the wires to them from the magneto are enclosed in a neatly curved metal pipe.

Carburation is by Zenith carburetter on the off side of the engine, bolted to an induction manifold of notable compactness of design, the exhaust manifold being on the opposite side of the engine. Cooling is on the thermo-syphon principle, the radiator being of the increasingly popular flat-faced rectangular-sided design and having a generous well at its top. There is, of course, the usual belt-driven fan, the driving pulley for this being mounted on a continuation of the dynamo driving shaft. In the view of the engine with the valve cover removed, showing the details of the oil piping, this shaft



THREE-QUARTER FRONT VIEW OF THE ALBERT CHASSIS.
(Obviously the electric wiring of this chassis is incomplete, which explains the confusion of wires lying on the floor.)



A "Wolseley" Landaulette.

THE "WOLSELEY" TWENTY

IN every respect the "Wolseley" Twenty is a car de luxe. Its six-cylinder chassis embodies every modern refinement in design, and combines unusual power and speed with marked fuel economy.

Fitted with superb coachwork, delightfully sprung and luxuriously upholstered, it represents the highest level yet attained in motor construction.

Write us for Catalogue, post free.

WOLSELEY MOTORS LTD., Adderley Park, Birmingham.
(Proprietors: VICKERS LIMITED)

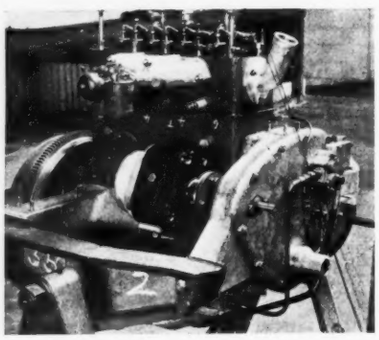
London Depot—York Street, Westminster, S.W.1.
Indian Depot—Sandhurst Bridge Rd., Bombay.

THE WOLSELEY MARK

is clearly indicated, the pulley for taking the belt being absent.

The clutch embodied in the flywheel in the ordinary way is of specially designed single plate type. Two concave clutch shells have interposed between them a pair of Ferodo rings, between which is a metal annular plate. As may be gathered from the illustration of the off side of the engine, the leverage given by the clutch pedal is considerably greater than usual. The splined clutch shaft transmitting power from the clutch to the gear-box incorporates two Hardy flexible fabric disc joints, the only other flexible joint in the transmission system being of the same type and situated immediately aft of the gear-box.

The gear-box itself is an entirely independent unit and gives four speeds

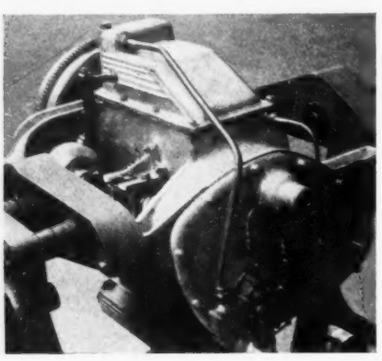


THE ALBERT ENGINE WITH THE VALVE COVER REMOVED.

Also showing the position of the oil pump with its connecting pipes.

and reverse, the main shaft running on ball bearings and the whole box being fitted with special gland boxes to prevent oil leakage. In present models the control of the gears is by centrally disposed lever, but we understand that in future models this is to be altered in favour of what in our opinion is the better arrangement of right-hand control. From the gear-box final transmission is by cardan shaft enclosed in a torque tube to a full floating rear axle, from which the driving shafts and differential may be removed without previous dismantling of the rear wheels.

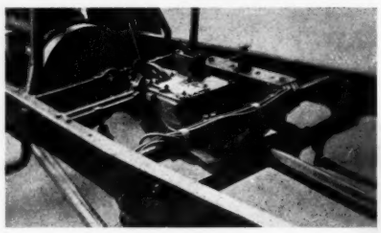
Suspension of this chassis is by cantilever springs in the rear and quarter elliptics in the front, these latter being fixed directly under the front frame members in a manner that gives them an unusually large bearing surface, while



THE BASE OF THE ALBERT ENGINE.

Showing the detachable sump with the oiling connections.

the mounting of the springs on the front axle is also something of a special feature. The long bottom leaf of the spring is carried to the forward extremity of the front axle pad and is then doubled back, an arrangement that gives a second notably large bearing surface. The chassis frame itself is somewhat unusual in that it consists of two side members which are interchangeable. It is not, of course, because the owner of the car will want to replace the side members of the chassis at all frequently that this construction is adopted, but mainly because of the very considerable saving in production



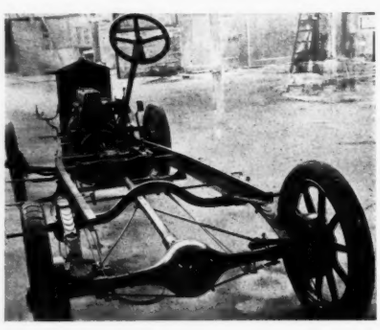
THE ALBERT GEAR-BOX AND TORQUE TUBE MOUNTING.

costs that is thereby effected. The neat termination of these side members by a tubular cross member which carries the starting handle support is shown in the photograph of the front view of the chassis, which also illustrates the trunnion bearings for the radiator.

Both hand and foot brakes operate through internal expanding drums on the rear wheels, full compensation of action being provided for both sets. The detachable steel wheels are for 710mm. by 90mm. tyres.

A MERITORIOUS POLICY.

The Albert car has the attraction of being supported by a comprehensive service scheme. The whole of the selling of the car is in the hands of the Service Motor Company of Oxford Circus, and



REAR VIEW OF THE ALBERT CHASSIS.

the company is making very commendable efforts to give continuous satisfaction to the purchaser of an Albert car, in the form of the manifesting of a genuine interest in the car's performance after it has been delivered. A chain of service depots is being organised at various centres throughout the country, each of which will be staffed with qualified mechanics under the direction of a competent engineer specially versed in the features of the Albert car. Each service depot will stock ample quantities of spare parts of every description, while within its scope will fall the demonstration and explanation of the details of the car, the giving of technical advice as to its maintenance, and the undertaking of periodical mechanical inspection of cars. No sales or repairs will, however, be made by these depots, which will exist solely for "service."

With regard to the spare parts policy behind the car, it is worth noting that each part will be supplied at a price relative to the retail car costs; that is, if he cared to purchase a complete set of Albert car components, the purchaser would obtain the components of a complete car at factory price. Theoretically, therefore, a man who felt mechanically inclined could buy every component of an Albert car and assemble them into a complete vehicle himself, saving considerably in his capital outlay. We do not suppose that anyone will care to take advantage of this opportunity, but the interest in the existence of this possibility lies mainly in the proof it contains of all absence of the slightest suggestion of profiteering in the supply of spare parts. It is unfortunately a charge that can be raised, in some cases with a certain amount of justice, that British car makers are too eager to run their spare parts departments at a profit, which accounts for the abnormally high cost of replacements for many British cars. We have on previous occasions commended to manufacturers the consideration of the advisability of running their spare part departments at a loss. We do not think this is the policy that is being adopted with the Service Motor Company in connection with the Albert car, but their scheme seems to have attained the result we had in mind without its obvious disadvantages.

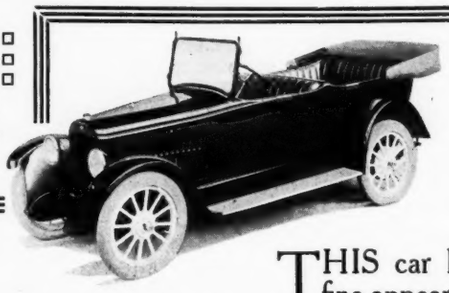
As an illustration of the proposed working of this Albert service scheme, it is mentioned by the makers that, should at any time a car be held out of service on account of necessary alterations or modifications to the body, the owner may obtain a new body on loan at a nominal charge from his nearest service depot to enable him to keep his car in use while the alterations to the body of his own car are in hand.

THREATS FROM THE U.S.A.

Reprisals if Left-hand Drive is Banned.

DURING the past week motorists have received two items of news that have filled them with surprise. One might also add amusement in regard to one and satisfaction as to the other. In chronological order the first was an intimation issued by the Packard concern of the U.S.A. that unless the propaganda against the left-hand drive being used on motor cars in Great Britain ceased the right-hand drive would be banned in New York, and, we presume, the other States as well. The second was the rumour that the Commissioner of Police for the Metropolis had stated that motorists were not to be subjected to "measured distance" timing, but, in future, policemen should take out summons for "driving to the danger of the public," when they took any action in regard to the speed at which motor cars were being driven. It is with satisfaction that motorists learn that in the Metropolitan area this sensible method may be adopted. We have always maintained that speed has very little to do with danger, as speed. It is only when applied in the wrong place that speed becomes danger, and then the culprits deserve the attention they are promised from the authorities. It is to be hoped such instructions will be given by the Commissioner and followed by all the Watch Committees and Chief Constables throughout the kingdom. With these remarks we will dismiss for the present this news.

It has often been said that the motor industry in the U.S.A. has a "good Press," whereas in his own country the British manufacturer has an indifferent one. Be that as it may, nothing is more likely to get the left-hand drive forbidden in this country than the threat of banning the right-hand driven motor car from use in the States. To be frank, it leaves us quite cold, as a study of the U.S.A. import returns for the past ten years only reveals the ridiculousness of the bombastic copy "to all newspapers for immediate release" that we have received. The number of British-made cars imported into the U.S.A. is too small to worry about. Their high import duty saw to that long ago. In thi-



THIS car has a fine appearance, of which illustration only partially conveys an idea . . .

A TRIAL RUN

is necessary to show you the superb running and the power with which it glides up mountainous inclines on top gear. . . . . .

VISIT OUR NEW SHOWROOMS AND ARRANGE A FREE DEMONSTRATION.

The undermentioned firms have the Sole Selling Rights for NASH CARS in their respective districts :

SCOTLAND: Glasgow Automobile Co., Ltd., 83-85, West George Street, Glasgow. SOUTH WALES and MONMOUTH: Boulds Motors Ltd., 134, City Road, Cardiff. IRELAND: Dublin Motor Co., Ltd., Dublin. WARWICK, WORCESTER and STAFFORD: Midland Counties Motor Garage, Ltd., Paradise Street, Birmingham. LEICESTER & RUTLAND: Midland Counties Motor Garage, Ltd., Granby St., Leicester. LANCASHIRE & CHESHIRE: Talbot Garage, Mersey Square, Stockport. NORTH WALES: A. Deacon and Son, Ltd., Llandudno. YORKSHIRE: Eric Myers, 52, Manningham Lane, Bradford. NOTTINGHAM, DERBY & LINCOLN: Huskinson and Ashwell, Ltd., St. Peter's Gate, Nottingham. SOMERSET, CORNWALL, DEVON & GLOUCESTER: R. E. Jones, Ltd., Bristol and Exeter

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Charles Jarrott and Letts, Ltd.

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LONDON - - W. 1

Telephone : Mayfair 3243 *Telegrams :* "Jemidar, Reg, London"

Hills and rough roads test the true mettle of a car

Owners of pre-war Belsize models have proved their roadworthiness under the most strenuous service conditions.

Here is what they write : "She climbs any hill on top gear" (*Scotland*) ; "She climbed the stiffest gradients with ease" (*Wales*) ; "For staying power and climbing beyond all praise" (*England*) ; "50,000 miles on rough roads" (*Ireland*) ; "Runs wonderfully well on the Jhelum Valley road to Kashmir" (*India*) · "Running regularly over very rough roads" (*Patagonia*) These extracts are typical.

And the new cars ? A taciturn Scot admits to 51 miles in 95 minutes over the none too smooth Carlisle to Castle Douglas road, and in his letter adds, "It is certainly the best car I have met yet for knocking up a good average without risk."

Illustrated Catalogue No. 330 with specifications, illustrations and prices, free on request.

BELSIZE MOTORS, Ltd. : Clayton : MANCHESTER

London: The Belsize London Agency, Ltd., 2-3 Duke St., St. James's, S.W.1

Address for repairs and spare parts for London District—33 Augustus St., Cumberland Market, S.W.1.

BELSIZE

MOTOR CARRIAGES FOR 1920



The CLASSIC CALCOTT

Sociability

THE sociability of "The Classic CALCOTT" is a decided factor in its popularity—dignified and exclusive in design it appeals at once to people of refined tastes, and with a roomy cosy body it provides ample accommodation for the unexpected passenger. Beauty of design, quality of workmanship, and mechanical perfection make it a favourite with both sexes.—

"A Classic amongst Cars."

Illustrated Catalogue will be sent upon request.
CALCOTT BROS. LTD., COVENTRY.
Established 1885.

remarkable document Police Commissioner Enright of New York City states: "It has been brought to my attention that some of the London newspapers are carrying on an extensive agitation against the left-hand drive on motor vehicles, claiming they increase the number of accidents. If the contention of the London Press is correct, the cars using the right-hand drive in this country would come under the ban. So far as our records show, neither right nor left hand driven cars can be particularly blamed for accidents." Then follows what purports to be an interview with Colonel Frederick Cardway, Vice-President and General Manager of the Packard Motors Export Corporation and also Commander of New York's Police Motor Corps. He appears to have taken up this matter, it is stated, "with most of the American manufacturers with the object of uniting them for concerted action. The feeling prevails that the agitation in England is against American and French cars in general, and that the question of left-hand steering is introduced merely to give a touch of disinterestedness to what might otherwise be thought a purely selfish movement." To this we remark in all politeness the "feeling" is entirely wrong. The campaign, if America so chooses to call it, has been and is purely on the disinterested side, and this is not what Colonel Cardway can claim in his remarks, which are made because he thinks that, on account of the left-hand drive on many American cars, they will not get sold here. But thirteen U.S.A. makers build right-hand drive cars themselves, and until this year all U.S.A. cars imported into England had right-hand drives. Space, unfortunately, does not permit of further comment, and we must conclude with quoting from an open letter addressed by Colonel Cardway to Sir Henry Maybury, in which he states: "If our merchandise is not right we shall bow to the British public or do as it says; but if we are subjected to a deliberate attack, *as has been the case*, it will be necessary for us to take steps to uncover the campaign and lay before the public the facts so that it may see both sides of the story."

An Ideal Instruction Book

FOR more than one reason we regard the instruction booklet recently issued for owners of Cubitt cars as an ideal example of how this sort of thing should be done. Not the least is the small bulk of the volume. It is a neat little booklet of some thirty-two pages. It does not contain a superfluous word or an illustration without real point. Intended primarily for the owner of a Cubitt as his first car, the book contains a brief description of the chassis fully illustrated by photographs that are carefully labelled to indicate the various components. In the case of the clutch, gear-box, back and front axles and steering gear the photographs are replaced by line sectional drawings

It is a fact that seldom seems to occur to the works staff of a car manufacturer that a vast proportion of the purchasers of the car are quite ignorant of what is meant by such terms as stub-axle, etc., and instruction books glibly talk of what should be done to certain parts described only by their technical names.

After the description of the chassis comes a section on the maintenance of the starting and lighting system, generously illustrated with diagrams. Then there is a special section on the lubrication of the engine and chassis, than which, as the experienced motorist knows, nothing is more important, but which is often entirely ignored by the novice. Then there is a section divided into "Getting Going," containing instructions as to starting the car and warning drivers from making such fatal but surprisingly common mistakes as trying to start a car without petrol in the tank or water in the radiator, and "Keeping Going," which, as the name suggests, is devoted to the maintenance of the car in good running condition.

Finally, there are "A Few Hints on Driving," and we think that if other makers would only incorporate a few hints of similar character in their instruction books, roadside troubles would be much less common than they are.

AN AMERICAN VIEW ON CAR PRICES.

AS the cheapest American car has recently been reduced in price, the idea has got abroad that its example is likely to be widely followed by at least its compatriots, if not by car makers all over the world. That this idea has but little foundation in fact is proved by some remarks recently made by Mr. John N. Willys, the head of the Willys Overland Corporation of Toledo U.S.A. It is given as the considered opinion of Mr. Willys that a general reduction in car prices is not only improbable, but absolutely impossible at the present time, and will be for some time to come. The mere fact that one car has been able to reduce its price is, in his opinion, nothing more than evidence that before the reduction took place the car was being sold at what may be described bluntly as an excessive profit.

There is undoubtedly at the present time a slackening off in the demand for second-hand cars, and this, we are confident, is due to a widespread, although undoubtedly fallacious idea that new cars will shortly be coming down in price. We can but repeat what we have previously given as our considered opinion, that this year's Olympia Show will provide a very close parallel to the last as regards its evidence of the trend of car prices.



The Economy of Correct Lubrication

SINCE "it is cheaper to wear out oil than wear out machinery," it is clear that the oil best suited for the lubrication of a given tractor is really the cheapest for that tractor. Only by using the correct oil can you be certain that your tractor is not suffering unnecessary wear.

Oil which breaks down under the intense heat of service, and whose body does not provide a proper seal for your piston rings, will not protect your engine from the costly wear that shortens its life and curtails its efficiency.

The present cost of tractors, spare parts and repairs, warrants the use of scientific lubrication as never before.

Correct Lubrication will give you maximum economy of operation. Correct Lubrication means the use of an oil that meets with scientific exactness the lubricating requirements of your tractor. The oil must be correct in body and high in quality to meet the test of service.

The grades of oil scientifically specified for your tractor are given in the Chart of Recommendations—shown here in abridged form—issued by the Vacuum Oil Company, Limited.

The complete Chart is included in our booklet, "Correct Lubrication for Farm Tractors." A copy will gladly be sent on request.

Chart of Recommendations for
FARM TRACTORS

EXPLANATION:
"A" means Gargoyle Mobiloil "A";
"B" means Gargoyle Mobiloil "B";
"BB" means Gargoyle Mobiloil "BB".

Name of Tractor.	1919.		1918.		1917.		1916.	
	Sum	Win	Sum	Win	Sum	Win	Sum	Win
Alldays	BB	BB	BB	BB	BB	BB	—	—
Austin	BB	A	BB	A	BB	A	—	—
Avery	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	—	—
Blackstone	BB	BB	—	—	—	—	—	—
Case	—	—	—	—	B	A	B	A
Clayton	BB	BB	—	—	—	—	—	—
Cleveland	BB	A	BB	A	—	—	—	—
Clydesdale	—	—	BB	A	BB	A	A	A
Crawley Agrimotor	BB	BB	BB	BB	Bo	BB	—	—
Eros	BB	A	BB	A	—	—	—	—
Fiat	B	B	—	—	—	—	—	—
Fordson	A	A	A	A	—	—	—	—
Fowler	—	—	BB	A	BB	BB	—	—
Garner	BB	BB	BB	BB	BB	BB	—	—
Glasgow	B	BB	—	—	—	—	—	—
G.O.	BB	BB	—	—	—	—	—	—
Gray	BB	A	BB	A	BB	A	B	A
G.W.W.	—	—	BB	A	—	—	—	—
Holt Caterpillar (Model 45)	BB	A	BB	A	BB	A	BB	A
Kingsway	—	—	B	A	—	—	—	—
Mann (Steam)	Gargoyle Cylinder Oil L							
Martin	BB	BB	BB	BB	BB	BB	—	—
Mogul	BB	A	BB	A	BB	A	BB	A
Moline (Universal)	—	—	BB	A	BB	A	BB	A
Moseley (Illinois) Super Drive	B	A	B	A	A	A	—	—
Omnitractor	BB	BB	BB	BB	BB	BB	—	—
Overtime	—	—	BB	A	—	—	—	—
Petter-Maskell	BB	BB	BB	BB	BB	BB	—	—
Pick	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	B	A	B	A
Sandusky	BB	A	BB	A	BB	A	A	A
Saunderson	BB	BB	BB	BB	BB	BB	—	—
Suffolk Punch (Steam)	Gargoyle Valve Oil and Gargoyle Engine Oil Viscolite							
Titan	BB	A	BB	A	BB	A	BB	A
Victoria	BB	A	BB	A	—	—	—	—
Wallis Cub Junior	BB	A	BB	A	—	—	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	—	—
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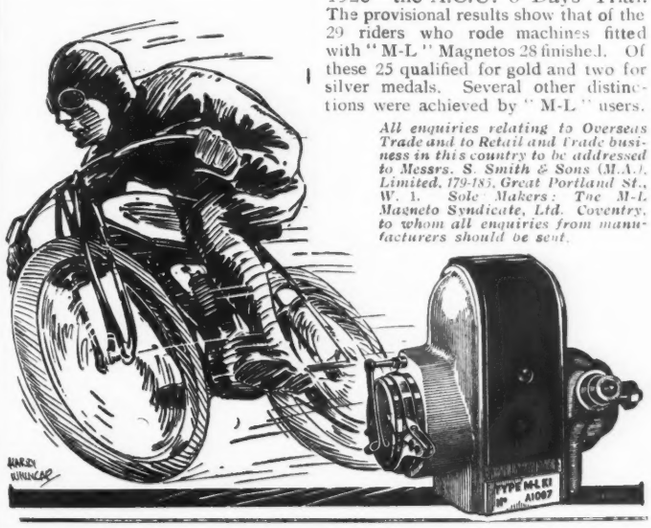
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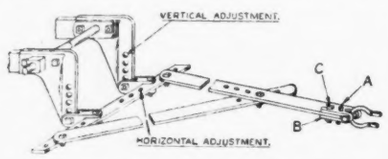


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TRACTOR PLOUGH HITCHES ARE ALL WRONG

THIS title reminds me of an old story. It is one that has nothing whatever to do with agricultural machinery, nor with agriculture, nor with machinery of any kind. It may still be true for all that. A battalion of infantry was passing through a certain North Country town, wherein, as it so happened, the mother of one of the soldiers lived. She watched the passage of the men and noted with special pride and glistening eye, no doubt, the martial bearing of her own lad. After all had passed but the rabble of urchins and loafers, which always hangs on to the tail of any procession, she turned to a neighbour and said: "Did t' see eaur Johnnie?" "Aye," was the reply; "Ah seed 'im. 'E was th' only one in aught lot as were in step," declared the fond mother.

Now I find myself, as regards tractor plough hitches, in sympathy with Johnnie. At least, at the moment, I believe I am the only one to hold the following opinion. I think that the present method of hitching a self-lift plough to a tractor is quite wrong. The tractor-makers are all right up to a point. They know something. At least, the present method of hitching favours the tractor. It relieves the tractor of some of the side draught, thus easing the steering and reducing the load on the steering gear of the tractor. The plough-makers ought to know better. Perhaps they do, and perhaps they have been bewitched by the tractor-makers or are afraid of them. They (the plough-makers) provide the present day type of hitch. The one which is illustrated on this page is typical of all, and the illustration is taken from an instruction book issued by Messrs. Ransomes, Sims & Jefferies. That hitch is

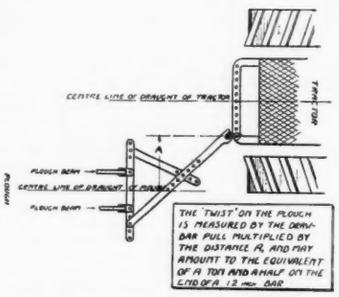


1.—A STANDARD PLOUGH HITCH.

the wrong way round. The end which is now attached to the plough should be fastened to the tractor, and the part which customarily attaches to the tractor should be fastened to the plough. I will explain.

I presume that no one will deny that the ideal hitch is that which will ensure a straight pull on the plough with the complete elimination of side draught. If the centre line of the tractor is not exactly opposite the centre line of draught of the plough—and as I explained the other week, this is very seldom the case—then there must be side draught somewhere. Actually the side draught can be calculated directly as some product of the drawbar pull of the tractor into the lateral distance between those two important lines. For instance, in the example which I gave last week, of a tractor running on the top of the unploughed land and drawing a two-furrow plough, the distance between the two lines is approximately 30ins. If we assume that the drawbar pull is 2,240lb., then 30ins., multiplied by 2,240lb., which equals 67,200lb.-ins., is a measure of the side draught.

Now the recognised method of coupling tractor to plough in a case like this is shown in Fig. 2, which shows the relative position of tractor and plough roughly to scale. The hitch used is a typical one, and is illustrated in Fig. 1, which, as I have already stated, is reproduced from an instruction book issued by Messrs. Ransomes, Sims and Jefferies. Some of the side draught is thrown on to the tractor by attaching the hitch to one side of the centre of the tractor. The amount which is thus put on to the tractor may be calculated in the same way as that of the whole, and is equal to the drawbar pull multiplied by the distance from the centre of the tractor to that point at which the hitch is attached—in this case 12ins.—so that the plough is,



2.—HOW THE STANDARD HITCH APPLIED.

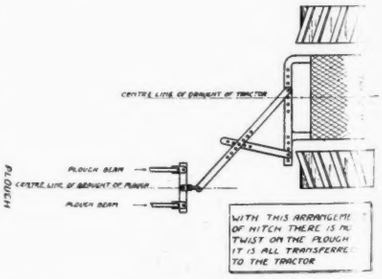
in our example, relieved of 26,880lb.-ins. There remains, however, still 40,320lb.-ins. (equivalent to a weight of 1½ tons hung on the end of a bar 1ft. long) of side draught, and, as things are, this is thrown on to the plough and is resisted by the landslide of the implement (if there is no trailing wheel) or by landslide and trailing wheel if the latter is fitted. No amount of adjustment of the hitch, it should be understood, can diminish or increase by one jot or tittle the amount of the side draught unless the distance from tractor to plough be increased. The longer the distance between tractor and plough the greater the leverage which the plough can exert, and, therefore, the less the side pressure need be to overcome the thrust due to the non-alignment of implement and tractor. The side draught on the plough cannot be eliminated by that means however; in fact, considered from a practical point of view, which, after all, is the only one that matters, it cannot materially be reduced by lengthening the hitch. The existence of this side draught is not conducive to good ploughing, and according to the magnitude of the side draught, depreciates the value of the tractor in the eyes of the farmer, who is always inclined to judge the tractor not by itself, as a mechanical contrivance, but according to the work which he is able to accomplish by its aid. And who is to blame him for that attitude?

After all, the tractor is but a means to an end. It is the application of mechanical power to the various operations of farming. If, owing to the improper application of its power, the work performed does not satisfy the user, and if means are not devised to ensure improvement in the quality of that work, the tractor will be prevented from acquiring that credit which is justly its due. For consistently good ploughing the implement must be relieved of all side strain. This is not the case with the type of hitch which is generally in use and which is illustrated above. In case there may be any doubt that I have truly stated the case, I would point out that that hitch merely extends the framework of the plough. Its peculiar formation, mainly triangular, is useful only because it allows of simple means of adjustment of the relative position of the shackle by which it is attached to the rear of the tractor. It does not relieve the plough in the slightest degree of the side thrust consequent on the non-alignment of the tractor and the implement.

What I propose, and I have submitted the idea to H.M. Controller of the Patent Office—in other words, I have provisionally protected it—is to reverse the usual procedure. I suggest that a hitch, similar to that at present in use on the plough, be firmly attached to the rear of the tractor, and that the loose shackle, which in present construction is attached to the drawbar of the tractor, be placed so that it can be fastened to the plough, which should merely be provided with the old-fashioned hake as is customary on horse-drawn ploughs. The hake would naturally be placed in the centre line of draught of the plough, so that it would be impossible to attach the plough to the tractor otherwise than in that centre line. I illustrate my meaning in Fig. 3. It will be observed that the side thrust, which is inevitable unless the centre line of tractor and implement coincide, is wholly thrown on to the tractor, and has to be taken care of by the steering gear of that machine. There is no side thrust between the plough and the soil.

Adjustment of the hitch in order to ensure correct working is quite simple. After the first set of furrows have been ploughed, the tractor should be unhitched, leaving the plough in the furrow. Draw off the tractor for a foot or two, and then adjust the hitch by means of the many holes which are provided in the three legs of the triangle, until, when the tractor is reversed until the rear of the hitch reaches the plough, the shackle which terminates it falls naturally into place on to the hake of the plough. Means of adjustment in a vertical direction will be provided, as usual, both on the hake and on the drawbar of the tractor. The pull should be dead horizontal when the plough is set down to its work.

It would not be fair to leave this matter without some consideration as to the result of throwing all the side thrust on the tractor. It will have the effect of increasing the difficulty of steering. Already this is a sore subject with many tractor drivers, and I have heard of several cases where the driver has refused to run the tractor on the top of the unploughed ground because of the hard work of steering. At the same time, although running the machine with the off-side wheels in the furrow relieves the driver of this work, I do not think that it is a course to be recommended generally. In most cases I believe that it is better to keep the tractor out of the furrow. The alternative is to fit the tractor with a steering device similar to that which I described recently as having been fitted to a Fiat tractor. It consists of a wheel and arm which is carried by the stub axle of the tractor. The wheel runs in the furrow, and guides the axle of the tractor accordingly. Such a fitting should, in my opinion, be in the possession of



3.—CULTOR HITCH (PROVISIONALLY PROTECTED).

every tractor owner. Finally there is the consideration of the mechanism of the tractor itself. Will the steering gear stand the extra strain? In the majority of cases I think it will. In those which do not embody a steering gear substantial enough to carry it, then the sooner they are modified the better. They will not be of permanent use without that improvement.

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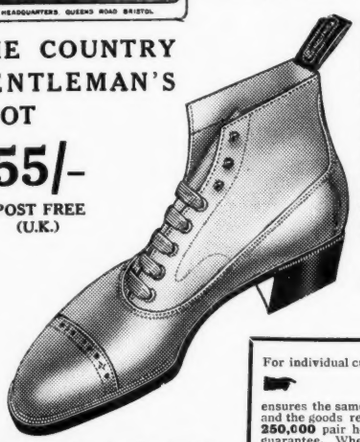
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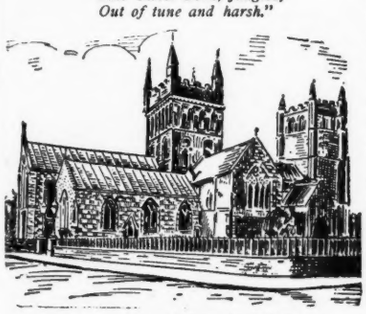
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A MOTORIST IN THE ISLE OF WIGHT

STRANGELY enough very few motorists appear to be familiar with the attractions of the Isle of Wight from the car owner's point of view. I "discovered" it more or less by accident and, again, strangely enough, several friends appeared to do the same thing at the same time. The result, it is conceivable, will be an increase in the number of those seekers after magnificent scenery combined with sea air who will undertake the venturesome crossing. It is, I suppose, the forbidding nature of the crossing that has hitherto prevented the Isle of Wight from attaining such a motoring popularity as it deserves. With the exception of private hire cars practically every car in the island belongs to someone who knew the beauties of the territory before the days of motoring, or at any rate has touched upon the fringe of its attractions afoot and so has been prompted to take his car for further exploration.

Once embarked, the trip to the island from Southampton is in itself a delight, for Southampton Water on a fine summer day, preferably early in the morning or late in the evening, is a journey that lives long in the memory. The shipping of the Water is always an attraction, even to the most *blasé*. The scenery and the places of interest cannot be surpassed on the eastern side of the Devon border. I recommend crossing from Southampton in preference to Portsmouth, because the service for cars is so much more frequent. From Portsmouth cars are taken over by tow boat; at Southampton they are embarked on the foredeck of the steamer itself, and the experience of getting aboard is so unpleasant that it is just as well that one's destination is in a position to offer greater attractions than normal to compensate for the misfortunes of the start.

When you arrive on the landing pier at Southampton you will be met by a gentleman delightfully ornamented with gold braid, who will immediately give you the impression that he owns the pier, the boat and Southampton Water for all time, and your car and your own soul for so long as you are within his purview. If you have any ideas of your own as to the best way to get your car on to the boat, you must be prepared to scatter them at once to the four winds of heaven, for this gentleman knows how your car will go on the boat, and that is the way it will go, if it goes at all. The gangway to the boat consists of a straight plank, which, as the deck of the boat is lower than the pier, stands up several inches above the latter, and if your ground clearance is not of the best you will have some difficulty in avoiding a minor collision.

On the boat the car is pushed into position, sometimes with skates, sometimes without, as though its value were about sixpence, the explanation lying largely in the fact that before you are allowed to embark you have to sign a declaration that the car is being taken over at the owner's risk, and the charge is the high one of 32s. 6d. for a car of less than 14ft., exclusive of the charge for its passengers and sundry pier tolls.

From Southampton the boat goes to Cowes, and disembarkation at Cowes is on a fitting plane with embarkation at Southampton. When manœuvring to drive backwards off the boat up the very steep gangway I had the misfortune to stop my engine. Nothing would satisfy the autocrats of the shipping company but that they should push my car off the boat themselves, which they did with much grumbling at the necessity, in spite of the fact that I could have driven the car off myself in half the time and with none of the trouble. However, "all's well that ends well," in spite of the high cost of this trip, and, by what afterwards seems little short of a miracle, one finds oneself safely on the quayside with the whole of the island before one for exploration. I cannot speak from experience of how landing is conducted at Ryde, where the Portsmouth boat arrives.

From the point of view of attractiveness as a centre, there is little to choose between Cowes and Ryde, but it may be that one does not actually want a centre when arriving on the island, this depending, of course, on one's personal taste and the time at one's disposal. A straight trip round the island from Cowes through Ryde, Sandown, Ventnor, Freshwater and Yarmouth is about sixty miles, but it is a mistake to think that after doing this trip one has "done" the island. To my way of thinking the best programme is to land at Cowes, cross over by the floating bridge to East Cowes, which costs sixpence for an ordinary sized car, and from East Cowes proceed straight to Ryde along one of the most uninteresting stretches of road in the island, but only uninteresting, I hasten to add, when compared to the general character of the Isle of Wight roads. Speaking generally, the Isle of Wight road is the very essence of a motorist's ideal for a holiday trip. Corners abound, and these give a sporting character that takes away any possibility of monotony or tediousness and prevents the trip from degenerating into a mere monotonous drive, as is too often the case in some holiday districts.



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GOING UP THE STEEP GRADIENT OF THE ROAD ON THE SIDE OF SHANKLIN CHINE.
The gradient of this road in places approximates to one in four.

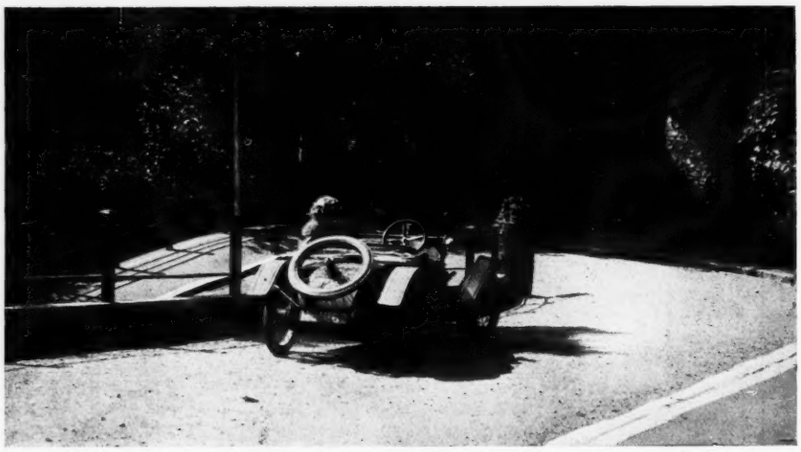
But from East Cowes to Ryde the road is tolerably straight, there are no notable gradients, and with the exception of the crossing of the head of Wootton Creek there is no striking beauty spot, and if one should happen to cross Wootton Creek at low water it will certainly afford no exception to the general absence of conspicuous beauty. Wootton Creek is an astonishing example of the power of water to add or take away beauty. At high tide it is comparable with the Dart at its best—at low water it is a desolate mud flat of which the monotony is only broken by tin cans and similar *débris*.

Arrived at Ryde, mere interest will prompt one to stay to explore the place, and a run up Union Street into the High Street will give the newcomer to the island the first of the many surprises that are in store for him. Most people who do not know the Isle of Wight think that it is a more or less flat tract of country. Ryde High Street is the first of the many corrections of the idea that will be obtained during the trip. At this point I may well give a word of warning that a car of which the hill-climbing capacity is uncertain or the control at all difficult is certainly not the car for exploration in the Isle of Wight. One must be able to take hairpin bends as easily as one can negotiate an ordinary street corner, and both brakes and engine power must be adequate to put the driver at his ease on gradients in many cases worse than that of Brooklands test hill.

If one has crossed over by the afternoon boat, Ryde may make a convenient stopping place for the night. If the crossing has been by the morning boat and lunch is taken at Ryde, it may be decided to get as far as Bembridge or Sandown before turning in. The direct road from Ryde to Sandown is not the one that should be taken, although it boasts the pretty and attractive little inland village of Brading with its old world church and Dickens associations and a Roman villa carefully encased in a hideous corrugated iron shed. From Ryde one may well make to Seaview by the inland road, thus avoiding the payment of a toll, and after half an hour's lounge on the shore at Seaview, to which the road runs right down, one should make for St. Helen's Church.

It is one of the minor attractions of the island that there are numerous roads leading right down to the shore. Sometimes the descents are almost precipitous, and they are often anything but straight, but the careful driver with a sound car need have no hesitation in tackling any of the hills, either upwards or downwards. St. Helen's Church is now no more than a ruin right on the edge of the sea. Its outward wall is whitewashed to act as a landmark to mariners, and it is a delightful spot for a picnic, adequate shade and shelter from the wind being available. The view from the road leading down to St. Helen's Church across Brading Harbour might be called the most attractive in the island if there were not so many. Brading Harbour is dotted with yachts, and its background of tree-covered hills behind the town of Bembridge give it a perfect setting. Near by St. Helen's Church are the golf links, which I eschewed with a most unseemly haste.

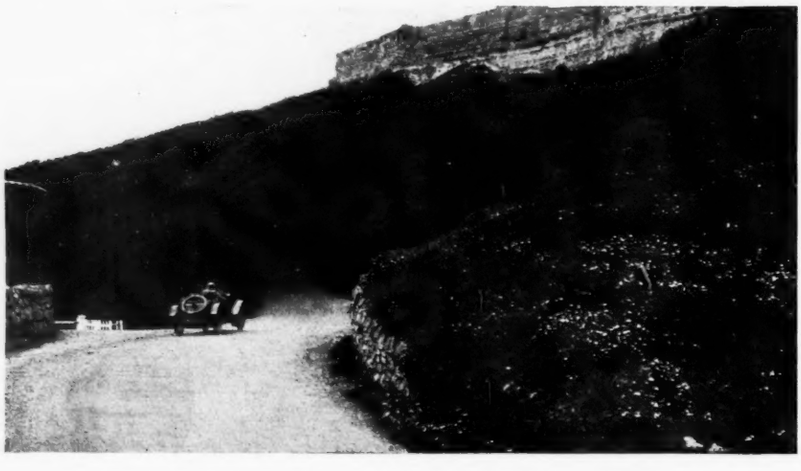
Retracing one's steps for a short distance as far as the village of St. Helen's—very, very different from another place with the same name—one leaves the road to Seaview on the right and, turning off to the left, makes a complete circle of Brading Harbour into the village of Bembridge. Here there are innumerable highly promising lanes down which one is tempted to turn, but too many of them end in entrances to private houses, and as they are so narrow that turning is a practical impossibility, the risk of a mile trip on reverse should prevent one from indulging the zest of exploration too far. On the road from Bembridge to Sandown one passes Culver Down, and a sharp hairpin road to the left takes one to the top of this imposing cliff, on which is mounted one of the innumerable batteries that embellish the island, and also a magnificent wireless station. Whether one is interested in batteries and wireless or not, one ought to go to the top of Culver Down, for from its eminence there are to be obtained some magnificent coast views to the north-east and south. On Culver Down the road is quite moorland in character, and is utterly different from the typical Isle of Wight run.



A TYPICAL HAIRPIN BEND ON THE ROAD ON THE SIDE OF SHANKLIN CHINE.

Thence to Sandown, which is just an ordinary watering place that one can afford to miss, and so on to Shanklin. Shanklin Chine may be hackneyed, but it is beautiful, and to the motorist especially attractive. The road is cut on the side of the Chine and runs down to the shore through a hairpin bend that very few cars will get round without some manœuvring and use of reverse. But the view from about a hundred yards above the hairpin bend is one that no one can afford to miss.

Then, resuming the trip, comes the old-world village of Shanklin, which is an almost perfect counterpart to Cockington, behind Torquay—the island in fact,



WINDSWEPT TREES THAT FORM A TUNNEL BETWEEN VENTNOR AND CHALE.

THE SUPREME

SUNBEAM

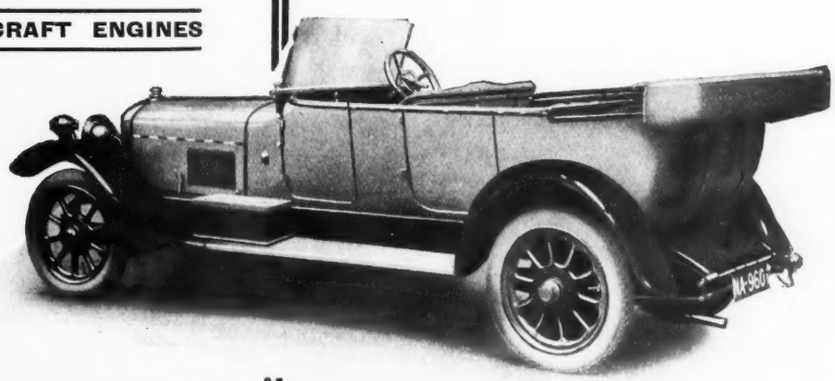
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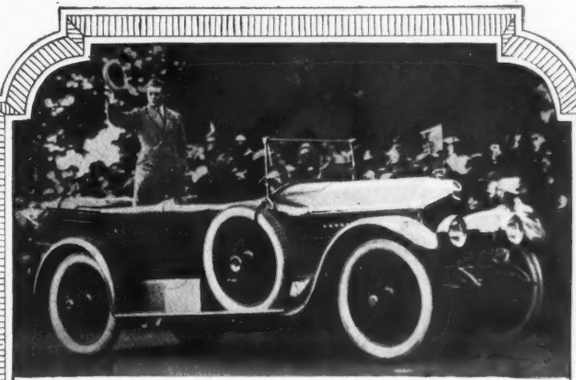
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H.R.H. The Prince of Wales in the Crossley 25/30 h.p. R.F.C. Model he used during his Australian Tour.

THE PRINCE OF WALES

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Crossley

frequently reminds one of Devon. Ventnor is an unfortunate sort of place that can well be missed unless one wants to make absolutely certain that one's car is capable of climbing anything. In that case one may run down to the shore, but all there is to see can be seen from the top of the cliff along which the road runs. Most people go straight on from Ventnor to Freshwater Bay, and so miss one of the most charming places in the island in the sharp run down to Buddle over a grass-grown road. Buddle is just on the east of St. Catherine's Point, and the "road" runs right down to a miniature quay on a rocky shore and a fisherman's cottage. It is really a delightful spot, and it is one that obviously has not been discovered by the tripper and, somewhat strange to relate, there are several similar ones in the island. Unfortunately, or perhaps fortunately, there is no accommodation here where one may put up for the night, but to anyone who is doing the trip as a holiday I would strongly recommend staying as long as they can afford at Buddle and then returning as far as Ventnor for a night's rest.



TOTLAND BAY.

Starting off in the morning, one follows the previous day's road past the turning to Buddle, but one should not miss the next turning, also to the left, which runs down to St. Catherine's Point lighthouse, which to those interested in lighthouses is a particularly fine example. It is said that the light of St. Catherine's Point may be seen from Cherbourg. Once in Boulogne I was told that a light we could see in the Isle of Wight direction was from St. Catherine's Point, although personally I am rather inclined to doubt it. However, one does not want to stay at St. Catherine's, and a little further on the road becomes what is known as the military road, which is frequently barred to motor traffic. If, however, one cares to leave one's car at the barrier—if this is effective in preventing one from getting through, which in my case it was not as I drove right under it—one may walk about half a mile along the road and turn to the left down through Chale Chine on to Chale Beach, the most perfect beach on the Isle of Wight coast. It stretches for about twelve miles in an enormous bay bounded by St. Catherine's Point on the east and the Needles on the west. The minor bays that abound in the neighbourhood of the Needles are quite hidden by the lofty cliffs, but one gets a very emphatic impression of a perfect bay and an entirely desolate shore.

Freshwater Bay, Alum Bay and the Needles are all easily accessible by roads that, judged by modern standards, are quite good. Five or six years ago, maybe, we should have grumbled at them, but having now learned differently we take the Isle of Wight roads as they are and thank St. Nicholas, our patron saint, that they are no worse.

Totland Bay is certainly worth a visit. It is one of those in which the road dips right down to the shore, and there are few places on our coast where so much beauty is compressed into so small a space. From Totland to Cowes, which completes the all-round trip of the island, is a twisty road apt to be infested with carts and motor chars-à-bancs, but it is good enough going.

By way of general remarks on the island I would like to emphasise that its beauty spots are by no means limited to its coast line. Old-world villages of the most satisfying type are to be found dotted

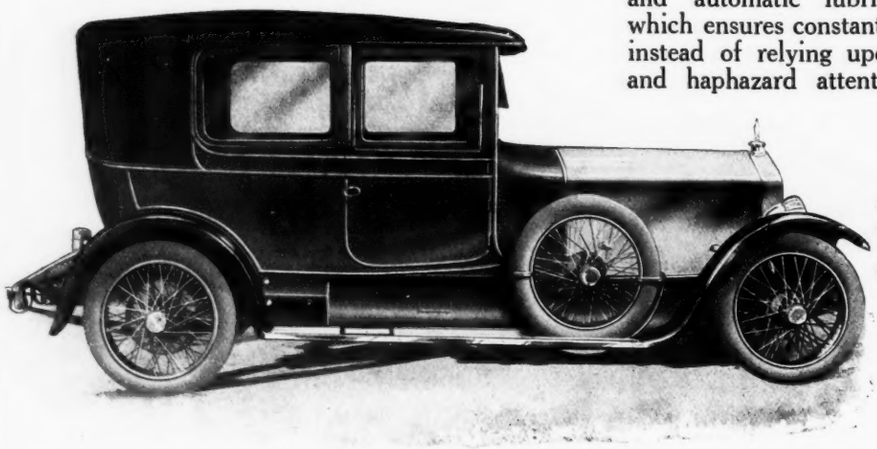
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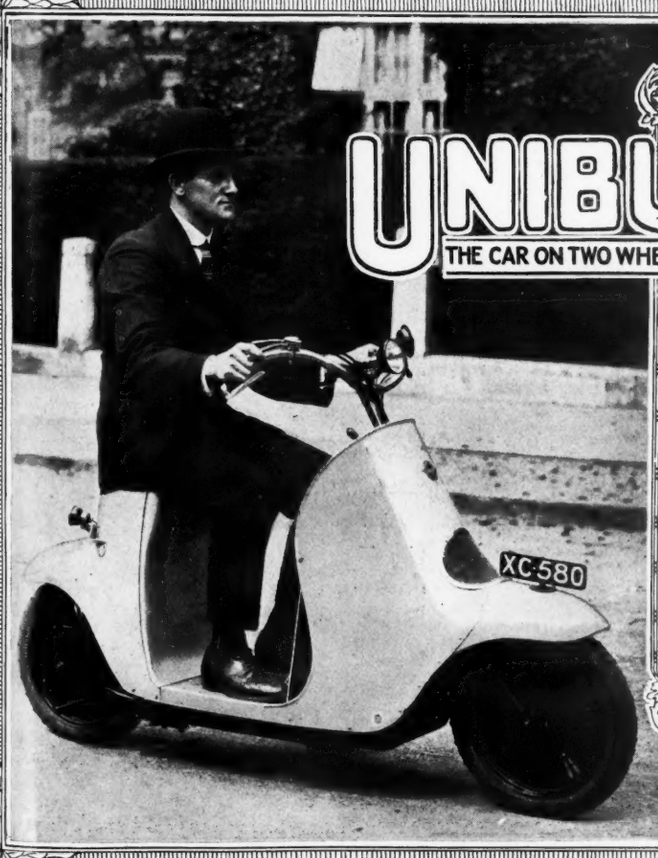
—*Mr. Gerald Biss in the "Car," 28/7/20.*

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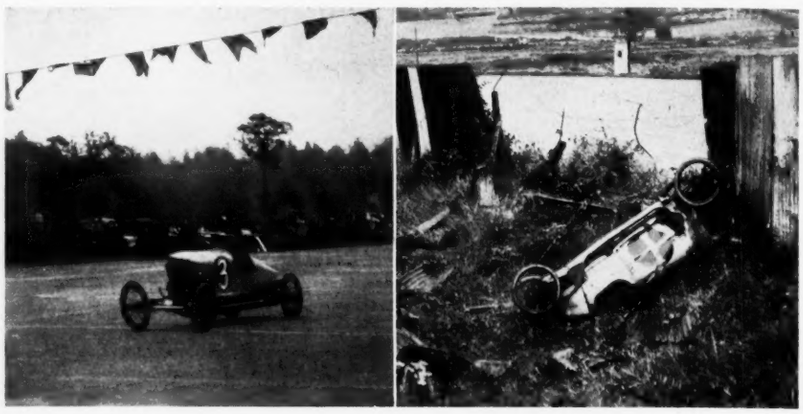
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here and there in pleasing confusion. Perhaps the most striking that I discovered was that of Brightstone, in some maps called Brixton Its low thatched roofs and old stone cottages give it an atmosphere that is too often lacking from those villages of the mainland which are frequently described as old-world places.

In conclusion I cannot do better than repeat a word of advice given early in this article to the effect that the inexperienced driver should not be allowed to take a car to the Isle of Wight. Quite apart from the often dangerous gradients and hairpin bends, there is the nature of the native traffic to be taken into consideration. The drivers of the horse wagonettes, which although not numerous are far too common, are absolutely ignorant of the most elementary rules of the road. Every blind corner that one approaches one must anticipate to harbour a horse-drawn vehicle, probably standing still on its wrong side of the road. Its driver will give you a blank sort of stare, and the most exhaustive and quick-firing calls upon the motorist's vocabulary will be merely wasted. Such things are but sent to try us, and we shall find ourselves so entranced with the beauty of all that we see that these little incidents will live but a very short time in the memory. W. H. J.

A Cycle Car of Wonderful Performance.

OF the star turns of this year's racing season now drawing to a close, none has been more striking than Captain Nash's G. N. It was, of course, a special model and, before the first sample came to an untimely end at the August Bank Holiday meeting, rejoiced in the pet name of Kim I. At this meeting Captain Nash, coming off the banking on to the railway straight, skidded and his car finished up in the position shown, after having charged right through the corrugated iron fencing that borders the straight. Although the chassis of the car was practically wrecked, the engine was untouched, and the driver miraculously enough received no serious injury, although he was pinned under his overturned vehicle. Nothing daunted by his misfortune, Captain Nash set to work to build a worthy successor to Kim I, and Kim II has already given promise of worthily upholding its predecessor's reputation.



KIM II'S FIRST VICTORY AND THE END OF KIM I.

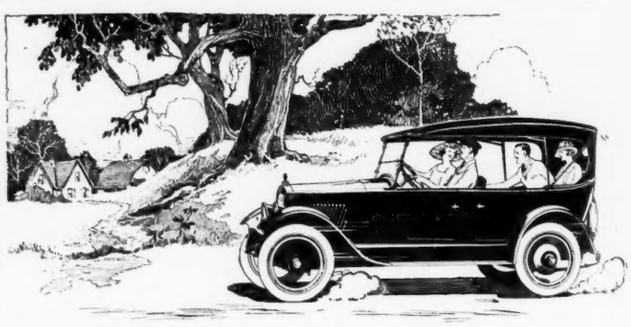
On July 8th last Kim I achieved all the light car and cycle car records worth holding, the most striking being the half mile at a speed of 80 m.p.h. with a flying start, the kilometre at a speed of 79.89 and the mile with a speed of 80.59. On September 4th, on its first appearance at the track, Kim II beat the previous record for the kilometre by covering the distance at what is, for the type of car, the truly remarkable speed of 85.38 m.p.h. Later in the afternoon Captain Nash had a runaway win in the sprint race, for he finished this half mile speed burst before his nearest competitor had covered two-thirds of the distance.

Those sceptics, who are still numerous, as to the capabilities of the air-cooled engine would do well to take to heart the evidences afforded by the G. N. cycle car of what can be done with an air-cooled engine properly designed and carefully constructed. It is, perhaps, worth pointing out that the achievements of the G. N. engine are by no means limited to record breaking on the track. The Isle of Wight tour, described in the preceding article, was covered in hot weather on a G. N. cycle car. At no time was there any suggestion of overheating on the stiffest of Isle of Wight gradients, and our experiences with this type of car during the last few months have tended to confirm us in

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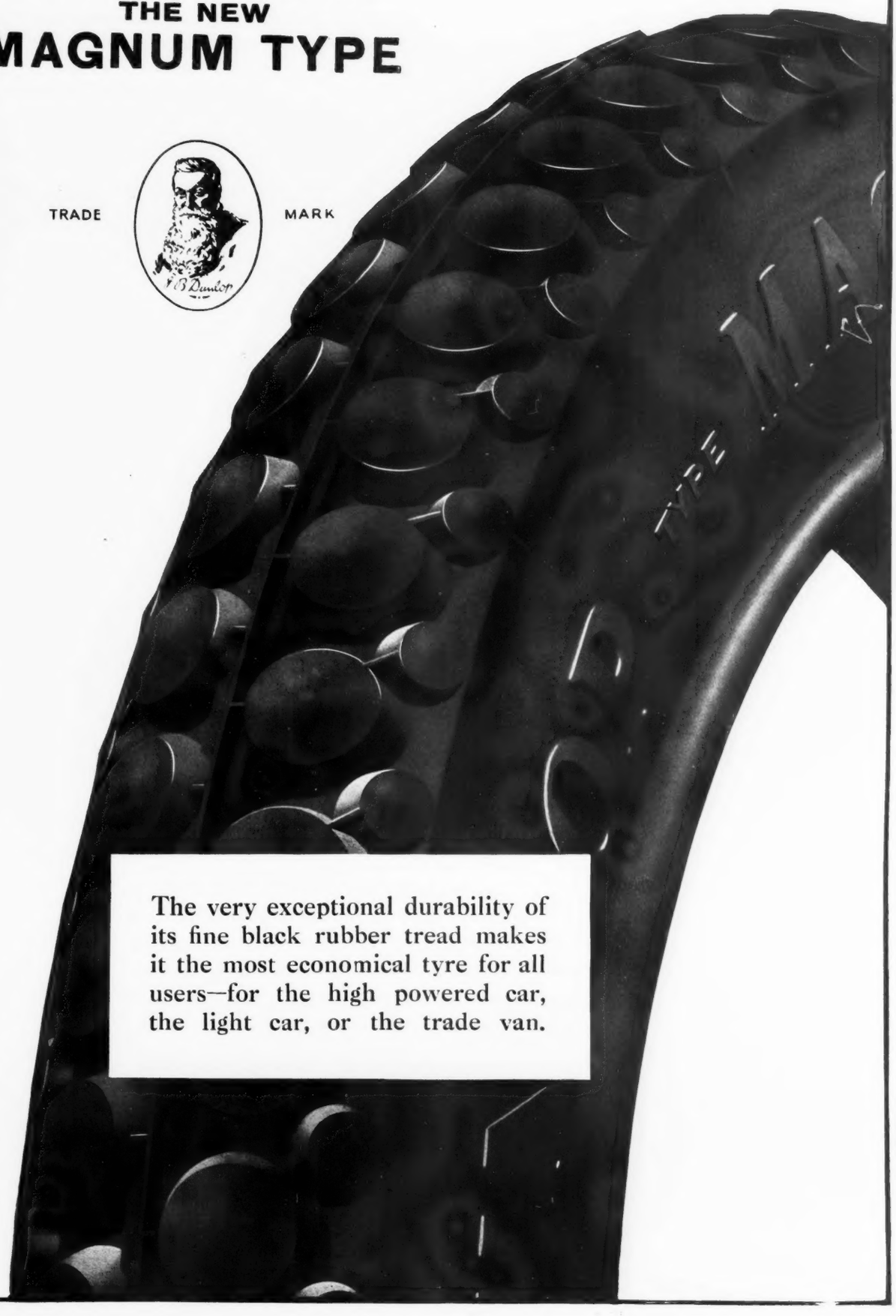
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THE NEW MAGNUM TYPE

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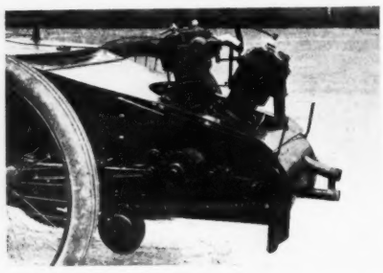


The very exceptional durability of its fine black rubber tread makes it the most economical tyre for all users—for the high powered car, the light car, or the trade van.

our opinion that it will not be so very long before the air-cooled car will make itself as popular as the water-cooled. The reduction in weight that follows automatically from the absence of cooling water, the better efficiency resulting from the higher temperature at which the air-cooled engine normally runs, and the consequent reduction in running costs, are important considerations that the most casual and non-technical of motorists cannot afford to overlook.

THE STRESS OF RACING.

THE private motorist who uses his car solely as a utility vehicle is apt to overlook the value of racing and its direct concern to him. The perfection of the modern car is in no small measure due to Brooklands track, where a week's practice will teach the designer more than two or three years of ordinary touring. An



AN AIR-COOLED ENGINE OF WHICH THE CYLINDER SPLIT IN HALF UNDER THE STRESS OF TRACK WORK.

interesting example of the enormous stress put on engines as well as on the whole of the chassis, by racing was seen recently when an air-cooled two-cylinder engine capable of a high power output seized so badly that one of its cylinders split horizontally just as though one had gone right through it with a cutting tool. The illustration shows the upper half of the cylinder, held in position by the induction pipe and other external fittings, removed by at least half an inch from the lower half. That experience on the track caused the engine designer to reconsider his lubrication system and that the lesson was really useful is proved by the fact that the same engine, or, rather, engines of the same make and of similar general design, have since put up some very creditable performances.

THE COURTESY OF THE ROAD.

Not so long ago we were commenting unfavourably on the general standard of road manners that one encountered at the present time. Recently a night ride brought to our notice the other side of the picture, which we hasten to chronicle with great pleasure in the hope that the nucleus that it contains may spread and react to the benefit of all road users, and particularly to the esteem in which motorists are held. It was on that English road which probably carries more business motor traffic than any other in the country, namely, from London through Dunstable and St. Albans to Coventry and the North. As we met cars with their terrific glaring headlights, these were switched off until we passed, we, of course, returning the compliment. It is an excellent thing that this appreciation of the inconvenience caused to others by glaring headlights is becoming common. It not only increases one's comfort—it diminishes a very real danger of night travelling. On one occasion, as we approached a heavy commercial vehicle having only oil side lamps to show the driver his way, we switched off our head lamps, and as we passed the other vehicle we were rewarded with a polite "Thank you" from the driver. It is little things like this that count, and if only the custom of switching off headlights as one met other vehicles became universal, the risk of road accidents at night would be very materially diminished. We hope that all those who see these lines will act on the suggestion. On several occasions, when an approaching car gave no signs of extinguishing its headlights, a move from us in that direction had the desired effect. It is, of course, risky to extinguish one's headlight unless one knows that the other driver will do the same, but our experience suggests to us that it is but the hint that is wanted to cause all drivers to adopt this very useful precaution.

Only the universal employment of electric lighting makes the move possible, and if any argument were wanted in favour of electric lighting over any other, we consider that this possibility would provide it.

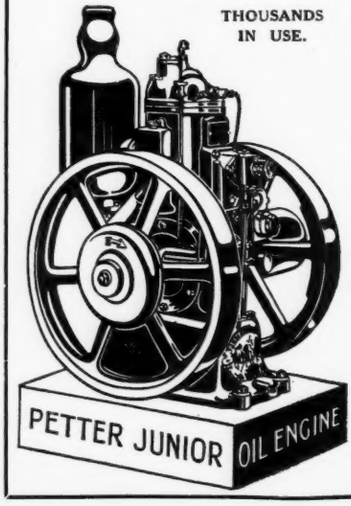
ITEMS.

The Unibus.—The name and address of the sole concessionaires for the Unibus was recently given incorrectly in an advertisement. The name and address of the concessionaires should have read the Service Motor Company, Limited, Service House, 94, Great Portland Street, London, W.1.

Giant Pneumatics.—The Goodyear Tyre and Rubber Company (Great Britain) have just taken possession of a new A.E.C. three-ton lorry equipped with Goodyear big pneumatic cord tyres. The rear tyres are 9ins. and the front tyres are 7ins. section. This lorry will most likely be used in the near future for demonstration purposes to show the advantages of big pneumatics over solids over all conditions of roads, carrying different classes of merchandise. A definite scheme has not yet been decided upon, but it is quite possible the suggestions advanced by some of the motor papers will be followed out.

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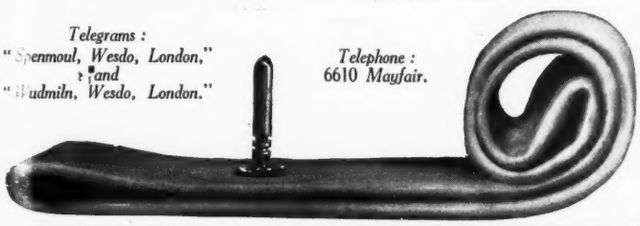
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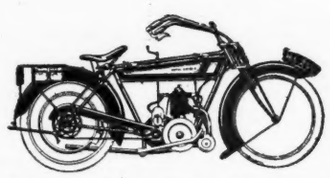
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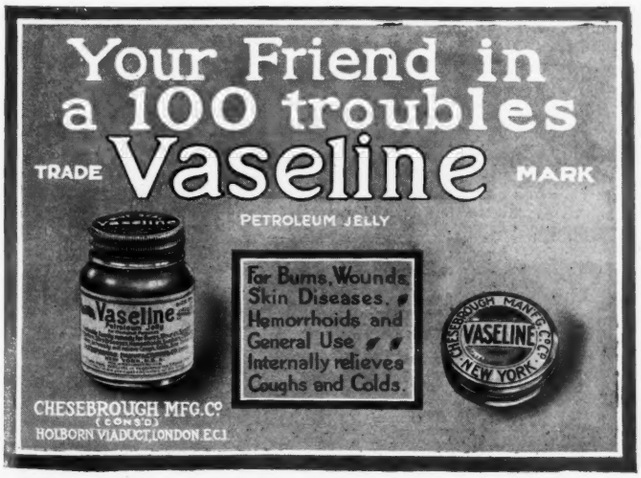


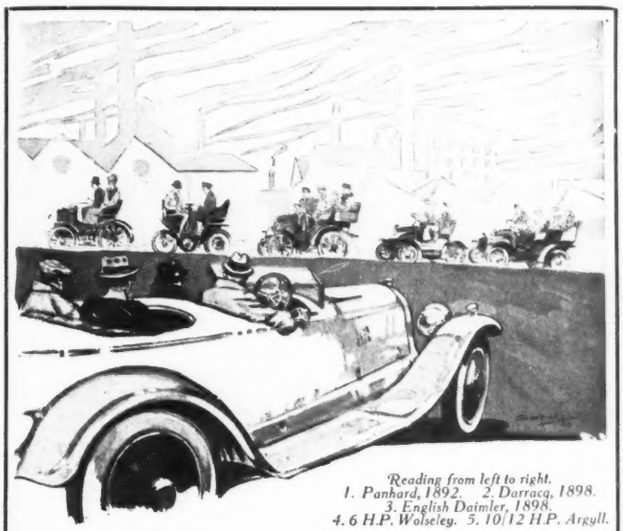
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THE LINCOLN TRACTOR TRIALS

THE PROGRAMME AND ARRANGEMENTS IN DETAIL.

BY the time these lines appear in print everyone who is directly interested in farming, and a good many more whose interest is indirect, will be preparing to set out for Lincoln, where, as at this time twelve months ago, the tractor event of the year is to take place. The time is opportune, for several reasons. The harvest is almost over. But for the execrable weather which has been our portion now for three months, it would be quite over. The bulk of farmers have opportunity therefore for a period, all too short, of well deserved leisure. There are few who will take exception to this opportunity of spending it in investigating the comparative capacities of all the various makes of tractors, machines which every farmer, however obstinate and conservative—I almost wrote old-fashioned—he be, nevertheless realises have come to stay, and for a very good reason, that they are powerful aids to economical farming and to good husbandry.

LAST YEAR'S TEST: THE DIFFERENCE.

Most of us visited Lincoln last year. All who did have pleasant recollections, tinged perhaps by memories of some hard walking, and talking, of the extremely useful purpose served by these trials. Mr. Scott Hall, the Tractor Trials Organiser to the Society of Manufacturers and Traders, who promoted last years event, tells me that the demand for the excellent printed report of those trials has been continuous throughout the whole of the twelve months which have elapsed since they took place. For several reasons, it may be advisable to explain some of the features of the coming event, particularly with a view to pointing out certain differences which exist in regard to the methods of carrying out the trials and in the object to be achieved.

UNDER NEW AUSPICES.

In the first place, the responsibility has, temporarily, shifted. Last year the Society of Motor Manufacturers and Traders, a body which includes in its membership practically all the tractor makers and agents of importance, carried out the trial, the National Farmers' Union kindly appointing the judges. It is the intention of that Society to hold such trials annually. The Royal Agricultural Society, however, which has since its inception been accustomed to make public tests of all types and classes of farm machinery, chose tractors as the subject for investigation this year, and the other body, rather than divide the interest, and, incidentally, add to the expense, by holding an independent trial, decided to suspend operations for this year, and lent their powerful aid to the Royal. They did so, I understand, with considerable misgivings in regard to the strictly competitive nature of the trial as proposed by the Royal. Their objections I fully understand. I have frequently, in these columns, drawn attention to the inherent weaknesses of the scheme, and will not enlarge further on them now. It is important, however, that this point, which is really the outstanding one in which the two events differ, should be made clear at the outset.

COMPARISON BETWEEN CONDITIONS: LAST YEAR AND THIS.

Last year there was no separate classification of the machines. Each was given a plot of ground, or rather two plots, one in heavy and the other in light soil, to plough. Careful note was taken of the acreage ploughed per hour, the fuel used per acre, and of the actual resistance to ploughing of the soil worked, the type of plough being automatically accounted for, in ascertaining the last-named factor, by making the actual test by dynamometer while the work was proceeding. These results were tabulated and although, for simplicity sake, the tractors were arranged in order of merit on each day's fuel consumption and acreage results independently, it was abundantly clear, from the variation which these results showed, that it was quite impossible to pick out any individual machine and say, "this is the best tractor." In addition to these tables of fuel consumption and acreage, the engineer, Mr. G. W. Watson, compiled a most efficient report, considering each tractor separately on its merits. The whole was supplemented by a chapter of comment by the judges, comment which was to some extent superfluous, and not too valuable, since it was, in the main, expression of personal opinion, and was biased rather by the actual quality of the ploughing which, after all, is rarely affected by the efficiency of the tractor, considered as such.

CLASSIFICATION OF ENTRANTS.

This year the contest is not confined to tractors alone, but is open to cable-ploughing tackle, and it is interesting to note that both oil-engined and steam-engined sets are entered in this category. The machines have been classified as follows.

Class I is for motor tractors, of horse power up to twenty-four. They will be expected to work in conjunction with a Hornsby two-furrow self-lift plough, and will work to a depth of 6ins., cutting furrows 9ins. wide. Among others in this class are to be found the Saunderson (a new model, of about 15 h.p.), the Fordson, Cleveland, Samson, Case, and Garner. There are ten machines down to compete in this class.

Class II is the largest and most important class. It is limited to machines of not more than 30 h.p., and each will haul a Ransome three-furrow self-lift plough, cutting 6ins. deep. There are no fewer than twenty-two machines entered in this class, including several which are quite new to the British market. Notable among the entrants are the Saunderson, Peterbro', British Wallis, Pick, Glasgow, Weeks, Martin, Austin, Blackstone, Parrett, Hart Parr, Chase, Fiat, Twin City, Paresi, Lanson, Martin, Case, Emerson, G. O., Overtime and Simpson.

Class III is for tractors of upwards of 30 h.p., each of which will be set to work with a four-furrow self-lift Martin plough. There are only three machines in this class, the Berna being the most interesting, largely on account of its novelty.

In Class IV, for steam-engined ploughing tractors, there is only one entrant, the Mann, which also will haul a Martin four-furrow self-lift plough.

Classes V and VI are for oil-engined and steam-engined cable sets respectively, and in their classes old friends like McLarens and Fowlers will compete.

Class VII is for self-contained motor ploughs, and contains a miscellaneous entry of seven machines, including the Timesaver and Santler—which are "one-way" ploughs, the Crawley, Fowler, and Martin, and the Moline, as well as the Boon, a new self-contained motor plough for which Ransomes, Sims and Jefferies are responsible.

Altogether, it is clear, they form quite a representative selection and likely to provide a good sporting contest in most of the classes, particularly in Nos. 1, 2 and 7, but hardly so in No. 4, in which there is only one entrant.

SPECTACULAR EFFECT GOOD.

The competitive nature of the trial will not operate in the slightest degree to interfere with the spectacular interest afforded by it. In one way it adds to it since, in order to be sure of offering to each entrant in any one class the same conditions of working, it has been necessary to arrange, as far as possible, for all those in each class to operate in the same field. The effect of this is particularly noticeable in connection with the ploughing on the light land, where are twenty-two machines all ploughing in one field.

THE VENUE AND HOW TO REACH IT.

The site is not the same as that of last year. It is a little further away from Lincoln—two miles further, to be precise. This is a disadvantage, but only a slight one in these days of motor cars, motor buses and motor coaches. The fields are more compactly arranged than before, and easier of access both to visitors, officials and competitors. The heavy soil is at Aisthorpe, near Aisthorpe Hall, the light soil surrounds the Scampton Aerodrome, while the fields in which hill-side ploughing will take place are intermediate between the two, and a little to the south of them, *i.e.*, nearer Lincoln. A reference to a map of the district will serve to elucidate matters considerably, but indeed, no verbal or map-aided guidance is needed. He who approaches the ground by road will find, in the outer districts, all the roads well sign-posted, the arrangements for this part of the organisation having been carried out by the Automobile Association, which body kindly offered this assistance to the Trials Committee. In the immediate vicinity of the site the R.A.S. have sign-posted the roads most carefully and thoroughly, so that the motoring farmer will have no difficulty whatever in discovering the ground. Those who travel by train should book to Lincoln, from whence a continuous service of motor coaches is to run, throughout the period of the trials, to the ground.

THE PROGRAMME: TUESDAY, SEPTEMBER 28th.

Besides ploughing in two classes of soil the machines will be set to perform other classes of work. The programme is, I understand, liable to slight alteration at the discretion of the judges, whose course, in this respect, will naturally be determined somewhat by the progress of individual machines. In brief, however, the following is a rough outline of the probable sequence of events. Officially the trials commence on Tuesday, the 28th instant, but actually the judges will commence their work on the day previous to that, by examining each tractor in turn, in the machinery park at the Scampton Aerodrome. Those tractors in Class II will be examined first, and immediately turned out to set ploughs and make all preparations for the real start on the Tuesday. They will, I understand, after the ploughs are satisfactorily adjusted, repair to the actual field and plot in which they are to work, where they will remain, tarpaulin covered, during the night. On the Tuesday this class will be ploughing in the light land, the whole class, numbering twenty-two machines, being arranged in one huge field near the Aerodrome. Each tractor is expected to plough a plot 3.4 acres in extent, the time given for this

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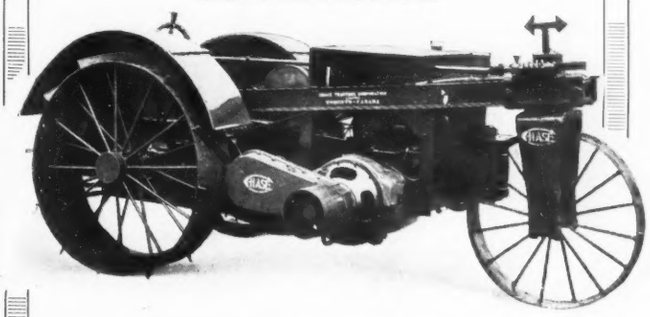
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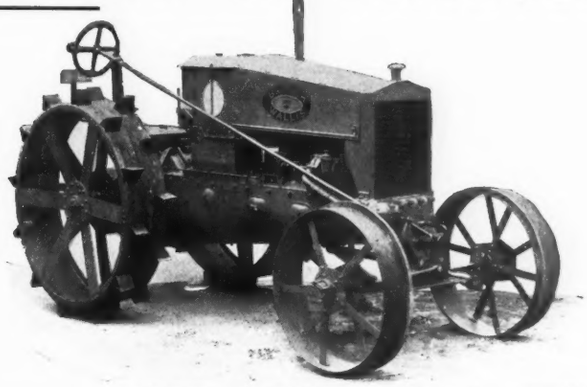
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operation being eight hours. It is interesting to note that, in furtherance of the scheme for maintaining equal conditions for all machines in any one class, the plots have all been laid out so as to be of exactly the same length. Each tractor, therefore, in ploughing its allotted piece of land, will make precisely the same number of turns as his competitors. This is, of course, an important consideration, and it is satisfactory to note that the same conditions apply throughout.

WEDNESDAY, SEPTEMBER 29th.

On this day the second class will be sent along to the fields set apart for hill-side ploughing. There are two fields set apart for this work. In one the ground lies convenient for the ploughing to be done up and down the slope, while in the other the work must be done along the side of the incline. During this day, also, four other classes will commence ploughing, namely, Classes I, III, IV, and VI the first named, ten machines in all, of which each is expected to plough 3 acres of light land in seven hours. Each of Class III is to plough 7 acres in six hours; Class IV, 7 acres at the rate of an acre an hour, and Class VI, the steam-engined cable set, 10 acres in eight hours.

THURSDAY, SEPTEMBER 30th.

Classes I, III and IV will now proceed to the hill-side ploughing, while Class V—the oil-engined cable sets, and Class VII, the self-contained motor ploughs, will commence ploughing in the light soil. The former are to be allocated 10 acres each, which they must do in eight hours, while the latter are each of them to turn over 6½ acres in seven hours. The Class VII machines will immediately proceed to the hill-side ploughing, which it is hoped they will finish the same day, while Classes III, IV and VI will also carry out their road-haulage tests.

It will be observed that during these three days all the ploughing, except the hill-side work, is to be carried out on the light land.

FRIDAY, OCTOBER 1st.

Work is now to be commenced in the heavy land, Class II, the largest class, again taking precedence and the whole attention of the judges during this day. Each has to plough out 3 acres of the heavy soil at the rate of half an acre an hour. No other machines will be at work on that day.

SATURDAY, OCTOBER 2nd.

On this day all the other classes but No. V will be ploughing on heavy land. Each machine in Class I is to plough 2.7 acres in seven hours; those in Class III 7 acres in six hours; in Class IV, 5.5 acres in six hours; in Class VI, 10 acres in eight hours, and in Class VII, 5 acres in seven hours. In the last class there are likely to be some failures to perform the allotted task. During this day, which will no doubt be a popular one, the tractors in Class II are to be set to plough out all unploughed plots on the light land. This arrangement is most admirable, as it will allow of all the machines but those in Class V being seen at work during the day. Incidentally the crowd will be scattered over a wider area.

MONDAY, OCTOBER 4th.

By this time the bulk of the work will have been accomplished. Of the ploughing, only that in the heavy soil by Class V remains to be accomplished. Each of the machines in this class is to be set during this day to plough 8 acres at the rate of an acre an hour. At the same time the judges will be busily engaged putting the other machines, those about whose actual position in order of merit there appears still to be a little doubt, through supplementary trials on the heavy land. There are several fields set apart, I understand, specially for this purpose. Machines of all classes, therefore, may possibly be seen working during this day.

TUESDAY AND WEDNESDAY, OCTOBER 5th AND 6th.

Special machinery is being rigged up at the Aerodrome, by which the capacity of the tractors for driving threshing machines is to be tested. It takes the form of a belt pulling on a shaft, to the other end of which an adjustable brake is applied. The brake will be so set that the power demand is equivalent to that absorbed by a threshing machine at full load, and selected machines will be tested on this apparatus.

THURSDAY, OCTOBER 7th.

This is to be a general clearing-up day, and most of the tractors will be employed ploughing out unfinished plots, etc.

ON THE GROUND.

The visitor should have no difficulty in finding any particular tractor in which he may be interested. The catalogue, which is to be issued this week end, will contain a most excellent map, showing the fields which are marked to indicate the class of machine which will be operating therein. At the corner of each field is to be erected a notice board with a list of the tractors at work in that field. At the end of each individual plot will be a placard giving the name of the tractor ploughing it.

REFRESHMENTS AND GARAGE.

The aerodrome at Scampton is to be the headquarters. In one of the principal hangars there will be found a buffet, as well as the offices of many of the firms who are competing. A refreshment tent is also to be erected in a convenient spot near Aisthorpe, and open air garages will be provided at suitable spots in both the high and low grounds. CULTOR.

BEGGAR my neighbour is a game of cards.

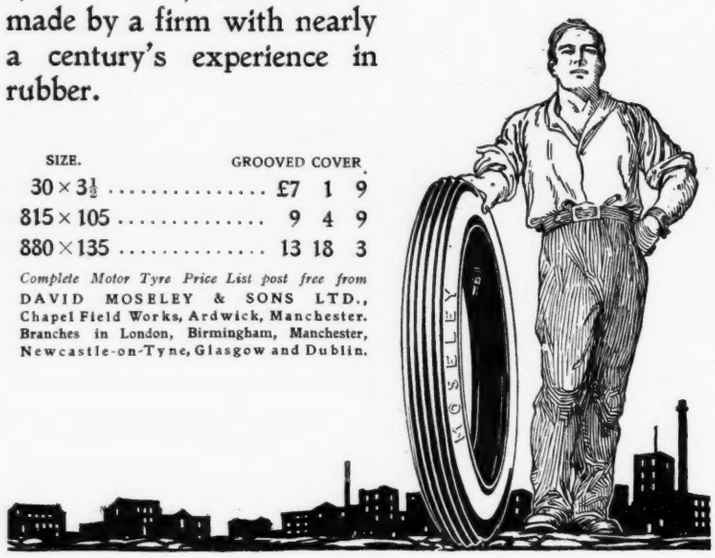
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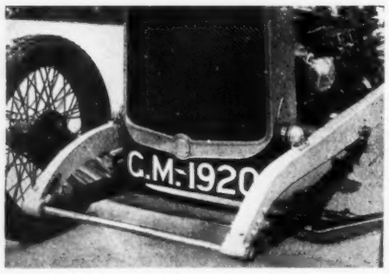
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THE GUY EIGHT-CYLINDER CHASSIS

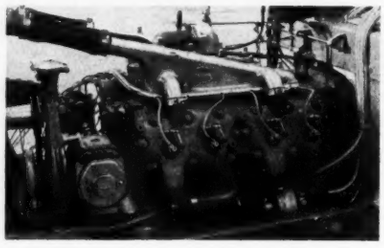
IF only because it is the only all-British eight-cylinder chassis available to the British public, the Guy has a very special interest. But, as a matter of fact, its engine is not by any means the only unique feature of this well constructed car. We are all familiar with the abominations called grease cups. They are generally fitted at every conceivable and inaccessible point on the chassis, so that their necessary replenishment with grease is a labour that one performs because one has to and with execration constantly increasing in vehemence. The Guy has not a single grease cup anywhere on the car, and the chassis in its entirety is automatically lubricated from the engine. The shackle bolts of the springs, the leaves of the springs themselves, the clutch bearing and every other point where lubrication is necessary is provided with it quite automatically and in absolutely correct quantities. Even when the conscientious owner of an ordinary car decides to do the very best he can in keeping his grease cups adequately full, he is apt to overlook turning down one of them, with the result that a squeak develops and unduly rapid



Front view of the Guy, illustrating the front axle construction and the automatic lubrication for the leaves of the front springs and also of their forward attachment. The photograph also shows the neat support for the radiator.

wear may take place through what is actually no fault of his own, although the maker of the car may term it "shameful neglect."

The Guy chassis lubrication is effected by a plunger pump situated immediately behind the horizontal steering shaft on which is mounted a cam. Whenever the steering wheel is turned right over to the right the cam is brought into contact with the plunger of the "pump," which opens a valve and brings the engine lubrication system into communication with every chassis detail that needs oil. Thus the same oil that is supplied to the engine is supplied to the chassis components under the same pressure. The system of pipe lines that actually conducts the oil may appear somewhat complicated, but really it is not half so confused as one would expect, considering what it has to do; and as the car has now passed well beyond the experimental stage, this lubrication system has had ample opportunity of proving its worth in actual service. One interesting point in connection with the system arises from the fact that only when the steering wheel is turned to the right is it brought into operation. We understand that in the future the Guy car may be expected to be putting in an appearance at Brooklands track. Here, as most of our readers will be aware, all the steering is continually to the left, and consequently the Guy chassis will not receive any lubrication during any of its



Near-side view of the Guy engine, showing the position of the starting motor, dynamo and oil filler.

racing. While worth mentioning, it is doubtful if this will be a notable shortcoming, as obviously it would be possible to drive the car in the course of ordinary touring for a hundred miles or more without bringing the front wheels right over to the right lock, and in a short test run that we recently made of the car most of our turns seemed to be to the left, but on our return the efficacy of the lubrication system was obvious to the eye.

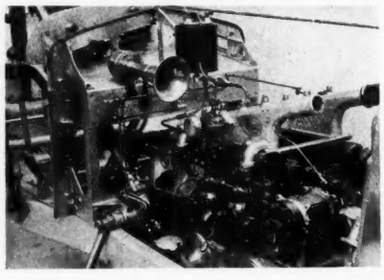
The interest of the engine is not by any means limited to its possession of eight cylinders, for many notable features incorporated in its design, although naturally closely connected with the eight-cylinder construction, are not mere essentials of this. The two-cylinder blocks of four each are set at an angle of 90°, and the head for each pair of cylinders is detachable. Thus when decarbonisation is necessary it is considerably facilitated by the comparative smallness of the component that has to be removed. Accessibility, indeed, is the great feature of the Guy chassis as a whole, but it is particularly exemplified in the engine. Besides being fitted with detachable cylinder heads the engine has large inspection ports in the side of its crank case,



Off side view of the Guy engine.

and after previous removal of one of the heads and uncovering of one of the ports, the piston complete with the connecting rod may be removed. The advantage of this facility is perhaps at first not quite evident, but its point is immediately seen when it is stated that carbonisation of a petrol engine is not by any means limited to the formation of deposit on the cylinder head and the top of the piston. In fact, the unsatisfactory behaviour of an engine that has recently been decarbonised may often be traced to the fact that the rings were gummed up in their piston grooves, and that consequently the scraping away of carbon deposit from the piston head and cylinder head has removed only half of the ills from which the engine was suffering. Normally the removal of a piston complete from an engine is no small job. With the Guy the operation can be conducted and completed with no more trouble than usually accompanies the simple process of decarbonisation. The external heads of the cylinders are inclined at an angle of 45° to the vertical and the valves are positioned in the heads horizontally, an arrangement that gives the ordinary side-by-side arrangement for the valves in the cylinders relative to the longitudinal axis of the latter and also enables the valves to be operated by a single cam-shaft through the medium of rocker arms.

The cam-shaft is contained in the crank case at the base of the cylinder



The Guy engine with one of the detachable heads removed to show the horizontal disposition of the valves, and the valve springs may be seen just above the driving end of the magneto. This view also shows the cam on the horizontal steering gear shaft and the plunger that it operates for lubrication of the chassis.

Vee, and above it is mounted a shaft carrying the rocker arms, the whole being encased in a readily removable horizontal aluminium cover. When this cover is in position the high heat conductivity of the aluminium combined with the fact that the cover is in the direct slip stream of the fan, causes the oil vapour, or oil fog, in which the whole of the valve mechanism is working, to be condensed, and so the oil finds its way on to the valve springs and stems, which therefore are kept far better lubricated than is usually the case when no special means for their lubrication are provided. The functioning of this lubrication of the valve stems and guides is, of course, considerably facilitated by their horizontal disposition. The position of the sparking plugs is another detail of the engine that is worthy of comment, for they are placed just over the top of the piston, a position that is generally conceded to be the best possible and one exercising a considerable influence on the efficiency of an engine. With a bore and stroke of 72mm. by 125mm. the nominal rating of the engine is 20 h.p.,

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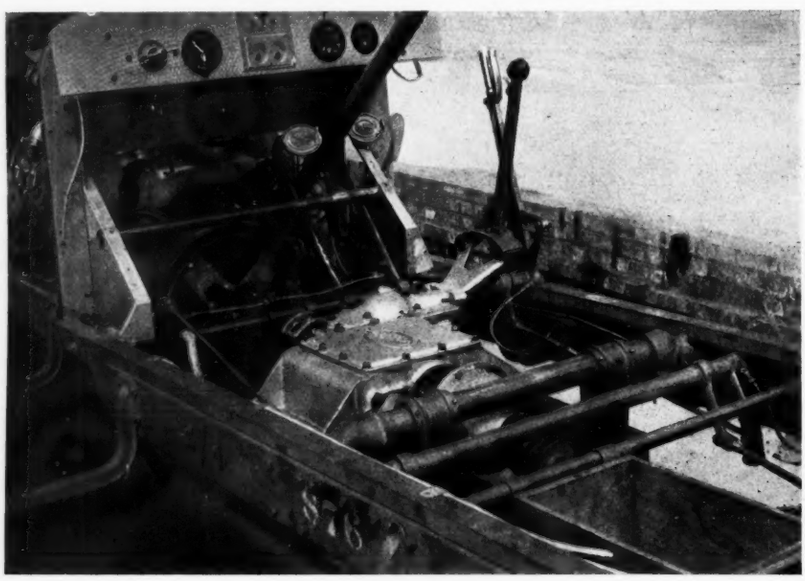
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but it goes without saying that its actual power output is very much higher than this.

The cam-shaft is driven by silent chain from the crank-shaft, and has cut on it a skew gear which drives a cross shaft, at the near end of which is mounted the dynamo and at the opposite end the magneto, the drive for both these units thus being positive. An extension of the cam-shaft terminates in front of the timing gear case in a belt pulley that drives the fan. The other external unit of the engine, the starting motor, is mounted on a special bracket on the near side where the pinion meshes with teeth cut in the periphery of the flywheel in the ordinary way.

As regards carburation, this is a matter on which experiments are still being conducted. The original models of the Guy engine were provided with two carburettors. At present there is one instrument only mounted between the two cylinder blocks and having its induction pipe amply water jacketed. For ourselves we much prefer the present arrangement, but we have no doubt that the makers will fully satisfy themselves that the extra complication of two instruments will be fully justified by



The gear-box and clutch arrangement on the eight-cylinder Guy, also showing the position of the box in which the accumulators are carried.

results before they adopt it. The fuel is fed to the carburettor by the vacuum feed system from a large tank mounted between the rear dumb irons of the chassis and an interesting little detail is to be found in the provision of a reserve supply of fuel in the main tank. Mounted just above the filler cap is a small lever that may be moved into one of two positions. In the first fuel is taken from the main body of the tank only; but if this source of supply should become exhausted during the course of a run, all that is necessary is to move the lever into the second position, when the reserve supply is called upon. When in the position for using the reserve supply the lever projects over the filler of the tank, so that one cannot possibly fill up the tank without being aware of the fact that it is practically empty and that the reserve supply is in use. To open the filler cap the reserve supply lever has to be put in the normal supply position, and there, of course, it is left until the main supply is again exhausted and the reserve has to be called upon.

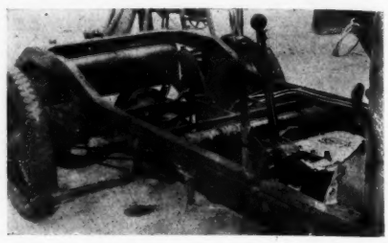
ENGINE AND CHASSIS LUBRICATION.

As it provides also for the lubrication of the whole chassis, the Guy engine lubrication system is obviously of more than ordinary interest. It is, of course, under pressure, the pump being contained in the sump and operated by a skew gear from the cam-shaft. The oil filler is mounted above the fan spindle, and immediately below the cup of the filler is situated a dash pot arrangement that catches a reserve supply of oil for the fan spindle bearing. After passing through the filler and the main filter and running through the timing gear the oil passes through a second filter covering the whole of the sump and consisting in effect of a tray. Before it can reach the oil pump itself, which is situated in the sump, the oil has to pass through a third filter of the cage type and surrounding the whole of the pump, which it leaves under pressure, of course, to pass through a fourth and final externally situated filter on its way to the crank-shaft. This component is hollow, and lubrication of its main and big end bearings is directly under pressure. The oil lead to the chassis generally is taken from the pipe connecting the pump to the pressure indicator on the dashboard. The cam-shaft bearings are also lubricated under pressure, and the remainder of the engine relies on splash. It goes almost without saying that the sump at the base of the crank-case forms a separate component which may be removed when necessary without disturbing any of the crank-shaft bearings.

Engine cooling is now by means of a centrifugal pump, for although the previous thermo-siphon arrangement proved quite satisfactory for home use, it was felt that under certain particularly severe overseas conditions, the lack of a pump might be noticeable, and so the fitting has been adopted as standard for all cars. The cooling fan behind the radiator is fitted with a cowling which considerably increases its efficiency by restricting the space through which the cooling draught of air is drawn.

Engine, clutch and gear-box, complete with all their operating gears, are carried on a subframe three point suspended from the main frame of the chassis, the first bearing being mounted on the front cross member of the chassis and the other two suspended from a tubular cross member just behind the gear-box. One obvious advantage of the system is the prevention of any distortion of the main frame due to varying loads or bad roads, and another, which, however, is seldom likely to be taken advantage of by the ordinary owner, is that in the event of an accident the subframe with its components mounted on it may be lowered to the ground and the main frame lifted clean away from it, so that the time of dissembling is very considerably reduced.

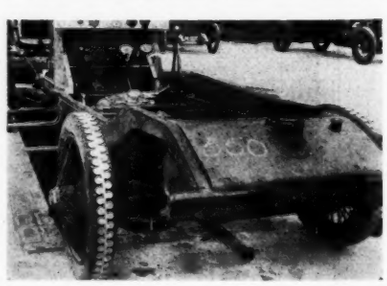
The clutch is of the fabric lined cone type, and is extraordinarily light in operation, for one may push it out of engagement with one's hand quite easily. In the clutch shaft are mounted two flexible



The mounting of the gear lever and the underslung rear springs are illustrated in this view.

joints, the first of the fabric type and the second of the sliding all-metal type, the latter being automatically lubricated from the gear-box, as is the one immediately behind the gear-box. Should wear develop in any of the three sliding universal joints of the chassis, *i.e.*, those in front and behind the gear-box and in front of the differential gear, it may be taken up readily by merely taking out and turning round the bushes provided for the purpose.

Four speeds and reverse are provided by the gear-box, and in this, as in every other part of the chassis, easy replacement of a damaged component has been made an important consideration by the makers. Each gear is separate, and may therefore be replaced independently should one become damaged, while the same care that is evidenced in the lubrication of the chassis as a whole is well exemplified in that of the gear-box. The shafts are carried on ball bearings, and guards are provided to prevent foreign matter from getting into the races, while the special design of the gear-box enables its lubrication by thin oil instead of by the more conventional gear grease. It goes almost without saying that the gear-operating lever is carried entirely on the gear-box, and is not attached to the main chassis frame, so that the inconveniences liable to result from chassis distortion are overcome. Incidentally, it is rather interesting that the Guy has a four-speed gear-box, for if any engine should require four speeds less than another, it is the eight-cylinder type. The flexibility and pulling powers of the engine form a separate story, but except from the point of view of popular preference, which admittedly is quite an important point of view, we

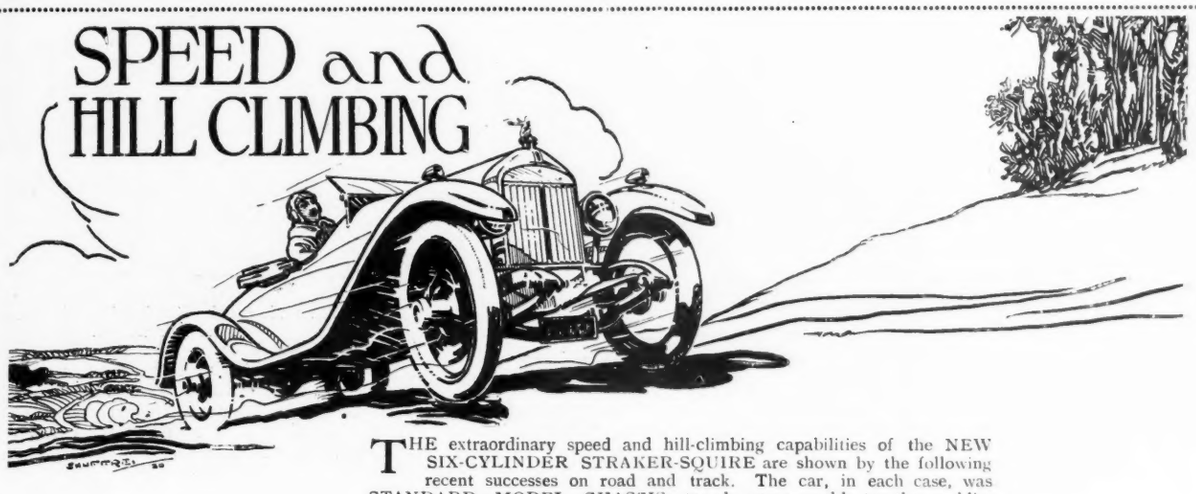


Rear view of the Guy chassis, showing the position of the petrol tank and its neat reserve supply catch and also one of the flexible pipes conveying the oil to the rear shackle of the rear springs.

should have thought that a two-speed gear-box would have been just as satisfactory on the Guy chassis as a four-speed, and it would, of course, mean a reduction in the cost of what is already a relatively low-priced chassis.

Final drive in the full floating back axle is by spiral bevel, and the whole

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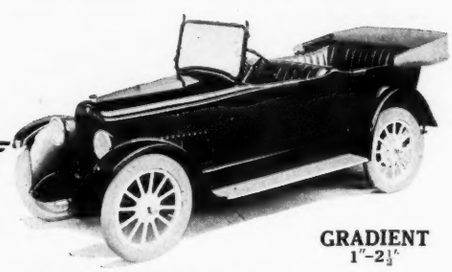
GOLD MEDAL	London–Edinburgh ("star ascent of Kirkstone Pass," vide "*Daily Telegraph.*")
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SILVER CUP	For fastest time of the day.
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THIRD	Essex Short Handicap, Brooklands.

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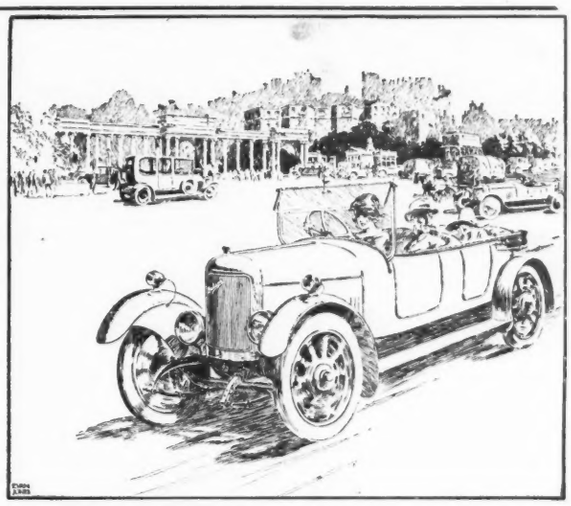
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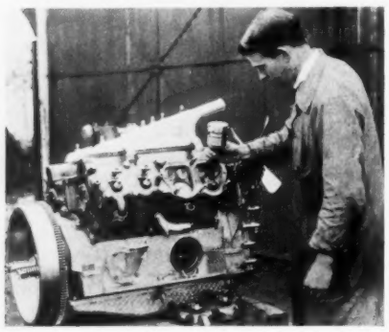
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BELSIZE
MOTOR CARRIAGES FOR 1920

contents of the axle may be removed without previous dismantling of the road wheels. Back axle lubrication is by oil, which is pumped to the whole of the axle parts, rear wheel bearings and universal joints. In connection with the Guy chassis lubrication system it may be asked "What guarantee is there that each part will receive its necessary lubrication and no more?" The answer is provided by the detail execution of the lubrication arrangements in that the actual admission of the oil to the bearing that requires it is through a tiny orifice which supplies oil to a wick that conducts it by capillary attraction to the bearing. Thus the supply is definitely restricted and the area



Illustrating the accessibility of the internals of the Guy engine. The piston complete with connecting rod is being removed, the big end bearings having been previously detached through the inspection port in the crank-case. On the left of the exposed inspection port is the oil filler in its original position, which has now been removed to above the fan spindle as illustrated in another view.

of every restricting orifice is carefully calculated to suit the bearing that it has to serve.

Both hand and foot brakes operate on the rear wheels, and besides the ordinary compensation provided in the brake operating rods the brake shoes themselves are compensated by an ingenious sliding cam that ensures equal operation by each shoe and compensates for unequal wear or unequal thickness in the lining when renewal is made.

Doubtless in large measure the result of the special lubrication, the springs of the Guy chassis are particularly efficient in action. Although they are ostensibly of conventional design, being semi-elliptics all round, they are certainly of unusual efficiency. The rear springs are underslung, and both front and rear are of unusual length and built up of a more than normal number of leaves. Also the springs are not drilled for their attachment to the axle, the attachment being by means of a special clip registering the spring pads on the axles and so avoiding any weakening of the spring due to drilling. The suspension arrangements are completed by 820mm. by 120mm. wire wheels (detachable, of course). The steering gear is of the worm type, a complete worm wheel being used, and the rake of the column is readily adjustable to suit the convenience of any driver. The steering lubrication system is part of that of the chassis as a whole.

From the foregoing it will be seen that the Guy is no ordinary chassis, and when we come to deal with the performance of the car on the road it will be seen that this is just as noteworthy as is the chassis design. And yet, strangely enough, although the Guy is not a cheap chassis, it is not unduly high priced when compared to others of similar performance. The price of the chassis is £1,175, that of the complete car obviously depends on the type of body chosen, the price of the five-seater touring body being £300. When one considers the attractions of the eight-cylinder engine and the fact that the Guy has a fuel consumption of practically 20 m.p.g., one will understand that its



The mounting of the Guy hand and foot brakes on the rear wheels.

chassis is not by any means one of those that are likely to be abnormally expensive to run, as we are told is generally the case with a car having more than the conventional number of four cylinders.

GARAGE REPAIR PRICES

JUDGING from certain correspondence that has been received recently the motor carriage owners are somewhat dissatisfied at the charges made for minor adjustments and repairs when they take their cars to the local motor garage and trader. On the other hand, the country motor dealers are continually stating that "repairs don't pay"; consequently it would seem *à propos* to examine this subject a little more closely in order to form an opinion as to the position of such contrary statements. What has really happened is that the time has passed when garages can do the little kindnesses to motor owners that they formerly performed without payment. Thus when one of their customers calls in and asks the proprietor to let one of his men have a look at the carburettor, as he thinks the petrol consumption is too high or the engine is not pulling so well, in former days it was done and the car owner simply tipped the

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man who adjusted it. To-day the garage owner charges for it in his bill, and the public are dissatisfied, and we think unjustly. It was all this free service that local garages gave to their *clientèle* that caused those traders to lose money on repairs, because it was only when they had a big job that they made a charge, forgetting that multiplied many times over the hour or half-hour spent in free service cost them quite a large sum of money in the twelve months. To make this up some garages have charged excessively for repairs they have billed, and that is the fact for which we quarrel with them. By all means charge for all services, otherwise it is not a business transaction; but let such charges be fair and equitable at all times. Profits on sales were and are pretty considerable, so that the motor dealer was apt to look upon this as his real source of profit, and his customers were encouraged to call in at any time if they wanted even a bolt or nut tightened up. That has rather spoilt them into believing that such minor adjustments need not be paid for. It is far better that the motor carriage owner should pay fees every time he has anything done than be asked to pay exorbitantly for spare parts, replacements, general repairs and overhauls, while getting minor adjustments done for nothing. Other industries are not carried on in this fashion and there is no good reason why the automobile engineer should ever give free service. But on the other hand it should be the custom to charge only a fair price for what work is performed, and motor owners would be best advised to no longer accept the gratuitous service, in order that they may only be asked to pay reasonable charges whether the work to be done is great or small. If garages conduct their business on these sound lines the complaints from both sides should cease and greater satisfaction be given to both parties.

CORRESPONDENCE.

The Liability of Road Repairers.

Sir,—The enclosed photograph was taken at 7 a.m. on the 9th Sept, between Stoney Stratford and Towcester, *i.e.*, on the main London—Holyhead road. I emphasise the time at which I came across the obstruction, for it is ample proof that this dangerous stretch of unrolled stones had lain all night without warning of any sort to approaching travellers. It may have been there for many days and nights and may indeed be there still, but we will be charitable and assume this potential cause of a fatal accident was of no more than one night's duration. In any case the matter is surely sufficiently serious to call for definite action and some explanation from the individual responsible, or, failing such explanation, some action by his employers. Whether the culprit be workman or surveyor, his negligence in leaving on one of the most important, if not the most important highway of this country, a patch of stones like this shown, which might easily have meant the death of a motor cyclist or a nasty accident to a car of which the headlights were not unduly powerful, should be followed by drastic action by the authorities under whose control the road comes. Even better would be an action at law against both the individual and the road authority concerned, if such an action lay.—Night Traveller.



WHO IS RESPONSIBLE?

This patch of unrolled stones on one of the chief highways of the country (between Stoney Stratford and Towcester) might easily have caused a fatal accident to anyone encountering them at night time. There was no warning, and they came in a stretch of tolerably good road.

[As our correspondent points out, if an accident results, a claim for damages may be lodged against the authority responsible for the obstruction; but for success the claimant must be prepared to prove culpable negligence on the part of those responsible, which is often not so easy as it sounds. A motor cyclist was recently killed by a similar obstruction, but no one was even censured.—Ed.]

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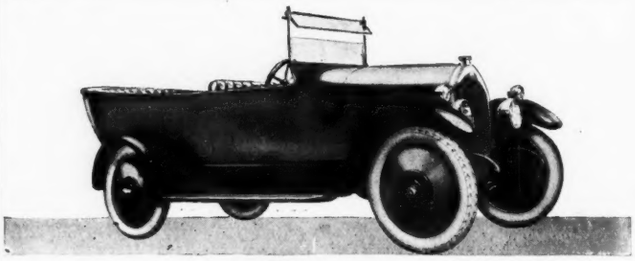
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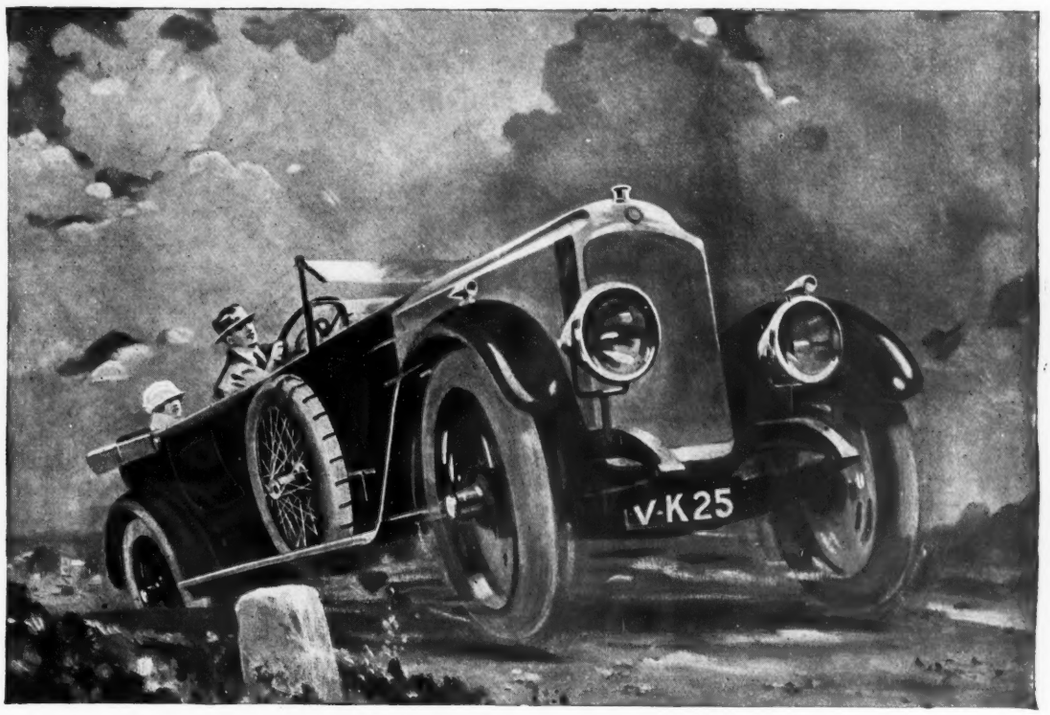
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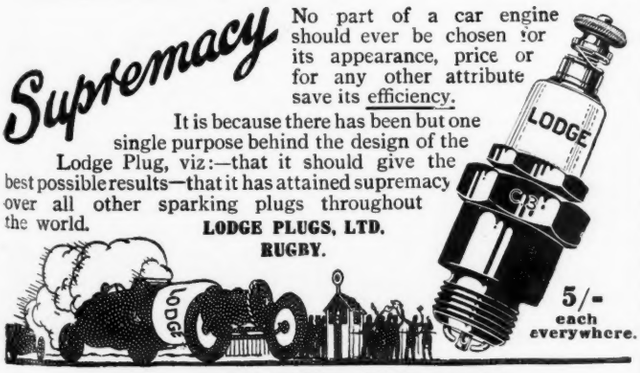
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THE CRAWLEY AGRI-MOTOR HARVESTING.

I WRITE these notes on the eve of the great Tractor Trial. As a matter of fact the competition has already begun, and for the whole of to-day (Monday) the judges have been inspecting and reviewing the various competitors. They commenced with the largest class (the second one)—it is, at least, the largest numerically—and the machines concerned passed from the examiners' hands to the plough depot, where each was at once hitched to its implement, subsequently proceeding to a large field in the vicinity of the trial grounds, where the competitors were allowed an opportunity to adjust and set their ploughs. As most of my readers will by the time they see these words have been at Lincoln for the best part of a week, and will have personally observed the conduct and progress of the trials during that time, in which the bulk of the important work will have been completed, no good purpose will be served by a discussion in this article of what is to happen between now and then. Again, I am certainly not going to assume the mantle of the prophet, when it is possible for my prophecies to be confounded before they are published. There will still, however, be ample time for a further inspection of the various tractors after this article has been read, and I am going to devote what space is allocated to me this week to brief descriptions of the leading points of the new tractors which I have seen to-day.

In Class 1 the new machines are the British Wallis, the Case, the Samson and the new Saunderson—two American machines and two British. To the Wallis I have frequently made reference in these columns. I have, as it were, watched it from its birth, and throughout the whole period of its growth and upbringing. It is a modified and considerably improved edition of the old three-wheeled American Wallis. The most obvious alteration has been the addition of another wheel, making it a four-wheeler, but there are in addition a host of other detailed modifications. As, however, I propose to deal with these at an early date, in the course of a special article, I will for the present leave this machine and pass on to the other British machine, the Saunderson.

If we may take it for granted, and I suppose we may, that a manufacturer, in preparing a new model of any machine, seeks conscientiously and wholeheartedly to produce nothing but what he knows to be the best, then there could not possibly be any better indication of the satisfaction of the Saunderson Company with their standard Model G tractor. The new machine, at least as regards the general principles of its design, is a replica of the other on a smaller scale. It has the same two-cylinder vertical engine, the same arrangement of clutch and gear-box, and the same arrangement of final drive. Any differences which appear are obviously the embodiment of improvements which could be brought to mind in the light of the manufacturers' present knowledge, and arising out of their long and almost unrivalled experience. I do not doubt that by the end of the trials the Saunderson Company will have a very full order book for the Saunderson Junior, as I may call it.

Of the Americans, the Case was seen at Darlington. The machine which appears in Class 1 is, of course, the smaller of the two which were shown there, being that which is described as the 10—18 h.p. model. It comes from a factory which is admittedly one of the best in the States, and it can at least be said that they are no copyists, for the machine is original in its design from front to rear. We have, for example, had one-piece cast frames before, but never on the style of this Case, in which an extremely strong cast iron member runs from front to rear of the tractor, carrying on its front end the radiator, midway the engine, which is disposed across it and serving at the rear as a gear-box and rear-axle case. The Sylphon Thermostat, which is one of the features of the Case, is an accessory which I should like to see more freely used. It is a device, controlled directly by the heat of the engine and cooling water, which operates to bring the engine itself, when starting from cold, rapidly to that temperature at which it will best vaporise paraffin. It maintains it at that temperature throughout the whole period of working. This remarkable property is attained by means of a valve, which is opened or closed as the temperature of the cooling water rises and falls, and which, when closed, throttles the circulating water pipe between engine and radiator, and thus controls the amount of cooling water which passes to the engine.

The Samson, the other new American, resembles externally the Fordson, and is of the type of machine in which the engine and transmission cases are all bolted together to form one complete unit, which acts as the frame of the chassis. An interesting feature is the lubricating arrangement. There are only a couple of holes through which oil need be poured occasionally; no other attention of that kind is necessary. This machine is not, as readers will now have discovered, the one which was described in these columns a week or so ago, but is what is called Model M.

Class 2 is the most important class. There are twenty-two machines in it, and of these no fewer than nine are making their first appearance in trials in this country. Of the nine only three are British, one is Canadian, another is Italian, and the rest are American. The British machines are the British Wallis, the Peterbro' and the Pick. The first has already been referred to as taking part in Class 1; the second, the Peterbro', was referred to in these columns in detail a few weeks ago. It still appears to me, as I stated in that previous description, to be one of the soundest engineering propositions in the tractor trade. The Pick has been kept a dark horse, the only information concerning it which has hitherto been vouchsafed being that it is not the same machine as that competing at Lincoln last year, which fact is now emphasised, for it is apparent that Mr. Pick has seen the error of his ways and has fallen into line with most of his competitors—at any rate as regards general design, for the new Pick does not depart very considerably from the Austin, Wallis and Fordson types.



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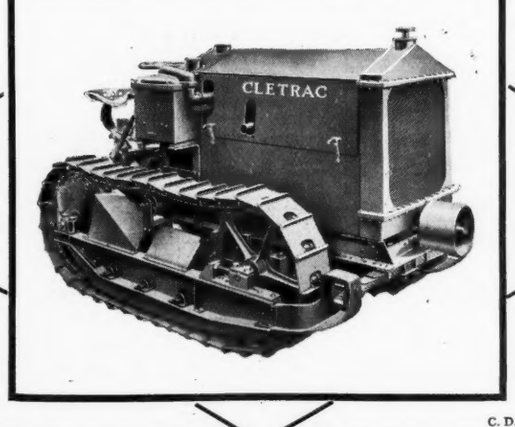
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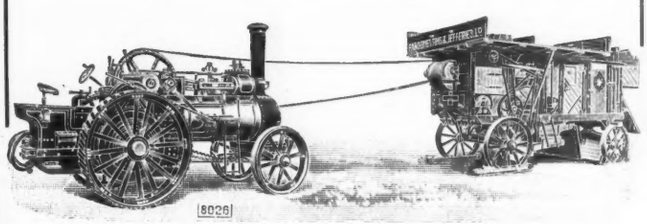


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THE FIAT WHICH DID SO WELL AT THE LINCOLN TRACTOR TRIALS LAST YEAR.

Among the Americans the Case calls for no more than passing mention, since it is merely a larger edition of the one which is taking part in Class 1. The Hart-Parr is entirely new. Its principal point of interest lies in its engine, which is a two-cylinder, slow-running horizontal unit, transmitting through a clutch and series of plain spur wheels to the differential on the rear axle. The frame of this machine is also, mainly, a casting made tremendously strong, with the idea, as the importer told me, of eliminating any distortion. This, again, is a machine to which I should like opportunity to refer at greater length when the trials are over.

The Canadian machine, the Chase, has several interesting features. To start with, it is a three-wheeler. The makers claim sundry advantages for this. Personally, I am most concerned to know that they have to a very considerable extent eliminated the usual disadvantage of a three-wheeler, which is generally difficult to manœuvre at the headlands, by eliminating the differential gear and putting the drive to the two rear driving wheels under the control of the operator, who can, therefore, when turning at the headlands, declutch the inside wheel and drive only on the outer.

Another new machine is the Twin City, an American product with an unusual feature on its engine, inasmuch as there are four valves to each cylinder, two for induction and two for exhaust. This machine, too, has an interesting type of frame. It serves as a casing for the transmission gear, etc., but does not actually form a part of the engine, which is suspended within it. Then there is the Parrett tractor, which drew considerable attention at Darlington, mainly, I think, on account of its somewhat unconventional appearance. That appearance still seems to me to be its interesting point, and is actually caused by the large diameter and the wide spread of its wheels. I have no doubt that during the coming week I shall see the advantage of this construction at the headlands, since it is clear that it must considerably facilitate turning the tractor.

Finally, there is the Italian Pavesi, which has the important feature that the drive is transmitted to all four wheels. The makers are making most extravagant claims in respect of the benefits which they say are derived from this construction. I am being very careful, as I stated at the beginning of this article, not to prophesy, but I must confess my inability to understand how any construction, however ingenious, can magnify the power of the engine itself, which, after all, sets the limit to the pulling capacity of a tractor.

I shall hope, chiefly for the benefit of those readers who were not able to attend the trials, to conclude this brief summary of the leading points of new machines next week prior to dealing with the results of the trial as a whole.

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Chart of Recommendations for

FARM TRACTORS

EXPLANATION:
"A" means Gargoyle Mobiloil "A"
"B" means Gargoyle Mobiloil "B"
"BB" means Gargoyle Mobiloil "BB"

Name of Tractor.	1920		1919		1918		1917	
	Sum	Win	Sum	Win	Sum	Win	Sum	Win
Alldays	BB	BB	BB	BB	BB	BB	BB	BB
Allis-Chalmers	—	—	BB	A	BB	A	BB	A
" " (General Purpose)	—	—	A	A	—	—	—	—
Austin	BB	A	BB	A	BB	A	BB	A
Avery, 5-10	A	A	A	A	—	—	—	—
" other models	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	A	A
Blackstone	BB	BB	BB	BB	—	—	—	—
Boon	BB	A	—	—	—	—	—	—
Case	BB	A	BB	A	—	—	B	A
Chase	BB	A	—	—	—	—	—	—
Clayton	BB	BB	BB	BB	—	—	—	—
Cleveland	—	—	BB	A	BB	A	—	—
Cletrac	BB	A	—	—	—	—	—	—
Clydesdale	—	—	—	—	BB	A	BB	A
Common Sense	BB	A	—	—	—	—	—	—
Crawley Agrimotor	BB	BB	BB	BB	BB	BB	BB	BB
E.B. 12-20	A	A	—	—	—	—	—	—
Elgin	—	—	B	A	—	—	—	—
Fiat	B	BB	B	BB	—	—	—	—
Fordson	BB	A	BB	A	BB	A	—	—
Fowler	—	—	—	—	BB	A	BB	BB
Garner	BB	BB	BB	BB	BB	BB	BB	BB
Glasgow	BB	A	B	BB	—	—	—	—
G.O.	BB	A	BB	A	—	—	—	—
Gray	—	—	BB	A	BB	A	BB	A
G.W.W.	—	—	—	—	BB	A	—	—
Hart Parr 30	B	A	—	—	—	—	—	—
Holt Caterpillar (Model 45)	—	—	BB	A	BB	A	BB	A
Happy Farmer	—	—	—	—	B	A	B	A
International Junior	BB	A	A	A	—	—	—	—
Kingsway	—	—	—	—	B	A	—	—
Lightfoot	—	—	BB	A	BB	A	—	—
Martin	BB	BB	BB	BB	BB	BB	BB	BB
Mogul	—	—	BB	A	BB	A	BB	A
Monarch	BB	A	—	—	—	—	—	—
Moline (Universal)	BB	A	BB	A	BB	A	BB	A
Moseley (Illinois Super Drive)	B	A	B	A	B	A	A	A
Omnitractor	—	—	BB	BB	BB	BB	BB	BB
Overtime	A	A	A	A	A	A	A	A
Parrett	B	A	—	—	—	—	—	—
Pavesi	BB	BB	—	—	—	—	—	—
Petter-Maskell	—	—	BB	BB	BB	BB	BB	BB
Pick	BB	A	BB	A	—	—	—	—
Samson	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	—	—	B	A
Service	BB	A	—	—	—	—	—	—
Sandusky	—	—	BB	A	BB	A	BB	A
Simar	BB	A	—	—	—	—	—	—
Somua	BB	A	—	—	—	—	—	—
Saunderson	BB	A	BB	BB	BB	BB	BB	BB
Square Turn	B	A	—	—	—	—	—	—
Timesaver	BB	BB	—	—	—	—	—	—
Titan	BB	A	BB	A	BB	A	BB	A
Twin City, 12-20	BB	A	—	—	—	—	—	—
Utilitor	A	A	—	—	—	—	—	—
Victoria	BB	A	BB	A	BB	A	—	—
Wallis Cub Junior	BB	BB	BB	A	BB	A	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	BB	A
Whiting Bull	—	—	B	A	B	A	—	—
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THE PSYCHOLOGY OF THE LADY DRIVER

"SHOULD lady drivers be controlled?" This was the heading to an article that I remember reading a few years ago in one of the technical journals. It was a rather crude way of expressing what I myself have in mind at the moment. If it were put to the individual whom it most concerns, the lady driver, the reply would be quite naturally a very indignant denial, but really the question is not so entirely absurd as it sounds superficially. Admittedly it does not apply only to lady drivers, and it has been dealt with in these pages quite recently as applied to all classes of drivers in an article on the existing regulations controlling the issue of driving licences. The incompetents on our roads are increasing from day to day and some drastic measures need to be taken to put a stop to their continued increase. Of course there are some lady drivers far better from every point of view than many men. It would be absurd for anyone to suggest that some of those ladies who put in regular appearances at Brooklands are incapable of handling cars anywhere where a man can take them, but in a general way it must be admitted that the average lady driver is not so cautious as one of the male sex.

From some extended observations I have come to the conclusion that the explanation largely lies in the fact that the lady at the wheel does not show that consideration to other road users which is the habit of her husband or brother. She sees the road ahead of her, she feels that she has under her a living thing that she can control to her slightest whim and that her indulgence of her opportunities may in any way inconvenience other road users never seems to occur to her. If there is a lady driver who habitually drives on the correct side of the road I have yet to meet her. I am not prepared to offer a detailed explanation, but it appears that every lady seems to think she must hug the crown of the road all the time and under all conditions. Just exactly what she calculates to gain by doing so is not clear, except of course when she is driving a motor cycle and side-car combination she avoids the pull of the side-car that is apt to become rather tiring to the arms when riding on the correct side of a cambered road.

When meeting, overtaking or being overtaken by other vehicles, the lady driver is apt to cut things much finer than is wise or expedient. It is not that she deliberately gives an exhibition of "show driving" nor that she wants to display to her passengers her prowess at narrow gauging. It would seem that she has no realisation of the fact that her continued escapes from nasty accidents are due far more to the skill of the other drivers that she meets than to her own. This was all very well once upon a time, and up to a point it was quite safe to rely on the other driver's skill; but things are changing rapidly, and now the roads are becoming infested by drivers lacking in that extra finish and by others who, if they have it, show no inclination to display it.

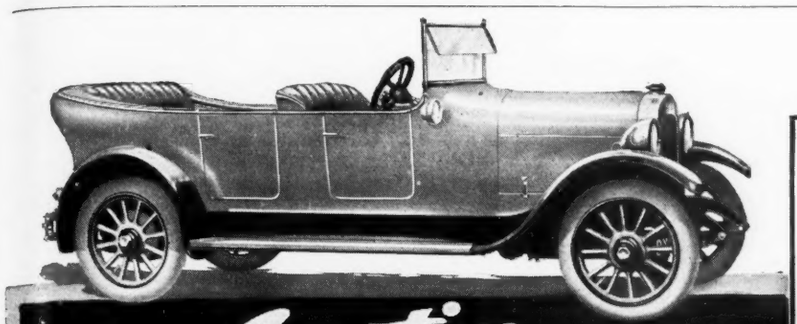
Whereas the average male driver of an ordinary car is generally prompted by feelings of politeness, if nothing else, to give way to a lady who has driven him into a narrow corner, similar considerations do not appeal to drivers of chars-à-bancs, heavy commercial vehicles and even some of the later type of motor cyclists, who will go out of their way to avoid things solely through considerations of their own safety. It is contingencies like these that put that sudden call upon the skill and nerve of the lady driver that is too apt to find her at a loss. She suddenly realises that she is up against a proposition that she cannot handle, and although nerve is not by any means limited to the male driver, it is certainly not so common among those of the other sex. Nerve is the final test of the good driver. Anybody and everybody can handle the modern car under ordinary straightforward conditions. It is those tight corners and narrow shaves that are so rapidly increasing on the roads of to-day that distinguish the good from the indifferent driver. Whereas the first will extricate himself, his car and its occupants from apparently hopeless tight corners, the second is apt to make a nasty mess of things in quite simple situations.

I am sure that if every accident that takes place could be carefully chronicled in detail and its causes thoroughly sifted, it could be resolved in its final aspects into a lack of consideration for others on the part of one of the drivers involved. That deference which the average lady driver has come to look upon as her right on the part of other road users almost encourages her lack of consideration for others. She handles her car as though the roadway were there for her own exclusive enjoyment, and the length of time that she continues without accident is more a matter of luck than anything else.

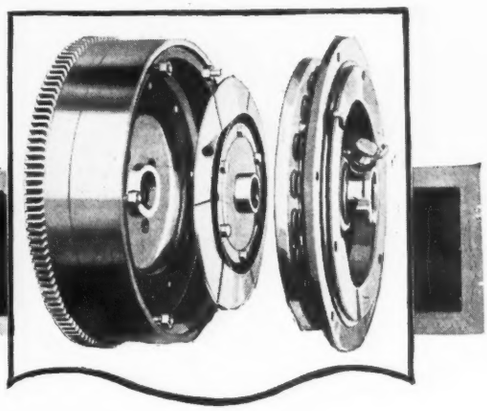


THE UBIQUITOUS CHAR-A-BANCS.

The most isolated villages are now invaded by the juggernaut of the roads, and the young motor cyclist—rarely, but wisely, over-cautious—seems uncertain as to whether she will find a safe passage past the char-à-bancs and through the small crowd all over the road in the village of Shanklin, Isle of Wight.



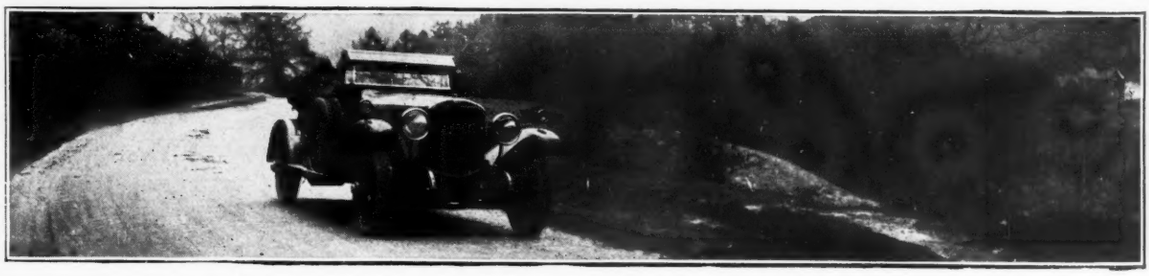
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THE LADY'S CAR.

All this leads up quite naturally to the question "Which is the best type of car for the lady driver?" It has been said with a great amount of truth that the ease of handling a car varies in direct ratio to its size. The bigger the car the more easily it is handled, and no one who has had experience with all types of vehicles would question the statement. The big car usually has an ample reserve of engine power, and this immediately results in one advantage that reacts to the benefit of the inexperienced driver. Accidentally stopping one's engine in traffic is an unpleasant experience that increases in likelihood with decreases in engine size. It is very rarely that the capable driver will accidentally stop his big engine when getting away from a traffic hold-up. The small engine, which seldom throttles down so well as the big one, is however frequently a cause of annoyance in this respect to the very best of drivers. From this point of view, therefore, the big car is more suitable to the lady than the small one, and the same applies to its steering. The bigger the car the better it holds the road, provided this be dry, and the less effort it requires to keep it straight and to coax it round difficult corners; but take out a big car on wet and greasy roads and the situation is entirely reversed. It may not skid quite so readily as the lighter vehicle, but when it does the matter is much more serious. The correction of a skid on the part of a big car is no easy matter, whereas a small car can generally be corrected early in its career of crime by a driver of quite ordinary competence.

Moreover, the small car is apt to give its driver a sense of security and completeness of control that may be but poorly based on fact, but is nevertheless a very useful asset. Self-confidence is everything to the man or woman at the wheel, and self-confidence is much more easily obtained when one's vehicle is little heavier than one's passengers than when it weighs four or five times the amount. The rapid decisions and lightning actions that are almost a commonplace to the old hand at the wheel are generally impossibilities to the lady driver. She appears to calculate that other people will give way to her and takes advantage of her anticipation to an extent that is often dangerous. It is, however, more than mere reliance on other people's sympathy. As often as not it is inability to act quickly and surely. She cannot decide at once what is the correct thing to do, or if she decides hardly feels the necessary confidence of being able to interpret her decision into action, consequently hesitates and either does nothing at all or the wrong thing, and when three courses of action are open—the right thing, nothing at all, or the wrong one—there is very little to choose between the last two.

An entirely different aspect of the lady at the wheel comes from the purely mechanical point of view. Some cars are much more easily handled mechanically than are others. Here, again, the whole of the balance is in favour of the high-class big car. Any class car worth the name will run and keep on running indefinitely, but the small light vehicle needs careful handling to ensure for it a maximum working life. Abuse that the big car will merely smile under will cause an utter collapse on the part of its smaller sister, and most lady drivers are anything but considerate to the mechanism under their control. The use of the clutch with no more care than would be necessary if it were operated pneumatically, and harsh handling of gear-levers, combined with use of the brakes with utter distegard to the tyres through which they operate, are ordinary characteristics of the average lady at the wheel. The big car will stand these abuses. On the small car the result is likely to be an early call at a repair shop and a probable bestowal on the car and its makers of a name anything but enviable and quite undeserved.

With even more point do these remarks apply to the new air-cooled cars that are certainly increasing in popularity and bid fair to become the small cars of the future. The air-cooled car is a perfectly sound proposition, provided, and only provided, that it be properly handled. Those ordinary abuses of driving that will make the water-cooled car merely protest will have the effect of driving the air-cooler to an early grave. In the hands of a driver who knows what he has got and how it needs to be treated the air-cooled car can be driven as hard as any other and it will protest no more volubly; but hand the car over to another driver, get him to do apparently what his more capable *confrère* has just accomplished, and the result will be disaster. A delicacy of touch and a sympathy with one's engine are necessary to a much higher degree than with the water-cooled engine, usually assisted considerably in its useful life by the fact that it has generally a much lower efficiency than is typical for an air-cooled engine.

By way of defensive conclusion, let me guard myself against the possible criticism that I want to see lady drivers excluded from the roads. Nothing, of course, would be further from the truth. My object in penning these lines is to remind the ladies that other people use the roads as well as themselves, and that among those other people are now to be found types that were not previously common and that these types are likely to make things very unpleasant for the lady owner who takes too much for granted. On the choice of a car for a lady, I am inclined to recommend the medium-powered, water-cooled vehicle because, on the whole, it is more easily controlled in tight corners than the big car, and after all it is only the tight corners that really matter. Moreover, the smaller the car the greater limits it puts upon the driver, compelling him or her, willy nilly, to treat his vehicle carefully and with kindness.

ALPHA.

MORE ABOUT THE CHAR-A-BANCS

THE holiday season is drawing to a close, and accompanying its end there will be, we imagine, a considerable decrease in the number of chars-à-bancs on the road. Autumn touring, which has always been delightful, will thus this year have an added attraction over midsummer travelling on account of the greater freedom of the roads offered to the private motorist. While to some parts of the country the char-à-bancs has never penetrated in sufficient quantities to deserve its being regarded as a considerable factor in road traffic, these portions are very few, and in places so far apart as the Isle of Wight and the Derbyshire and Lancashire borderland the chars-à-bancs have developed into a very considerable nuisance.

Of the two photographs in this issue, one was taken on the Lancashire edge of the Derbyshire moors, while the other was taken in the Isle of Wight. The second shows the private motorist's view of the char-à-bancs and also explains his lack of sympathy with it in a very emphatic manner. The car, a 25 h.p. Vauxhall, had to hang behind the char-à-bancs on this slope leading up to the Peak of Derbyshire for considerably over a mile and a half before the driver of the big vehicle would make room for the car to pass. As will be seen, when the photograph was taken the char-à-bancs was occupying practically the centre of the road, which is quite wide, and a motor cyclist even would have had difficulty in getting past.



PHOTOGRAPHED THROUGH THE WINDSCREEN.

'The private motorist's view of the char-à-bancs. In this instance on the borders of Lancashire and Derbyshire the car was forced to travel behind the char-à-bancs for two miles. In this part of the country the char-à-bancs nuisance is perhaps more pronounced than in any other. The double capped hill on the left is The Peak.'

Our other picture gives the point of view of the inexperienced motor cyclist of whom there is a considerable number on our roads to-day. The number of young ladies who are taking to motor cycling is certainly on the increase; but one that we saw in the Isle of Wight was obviously perturbed as to her chances of, with safety, getting through the crowd that had presumably dismounted from a char-à-bancs, which itself was blocking up half the road in the old village of Shanklin. We would not pretend that the difficulties

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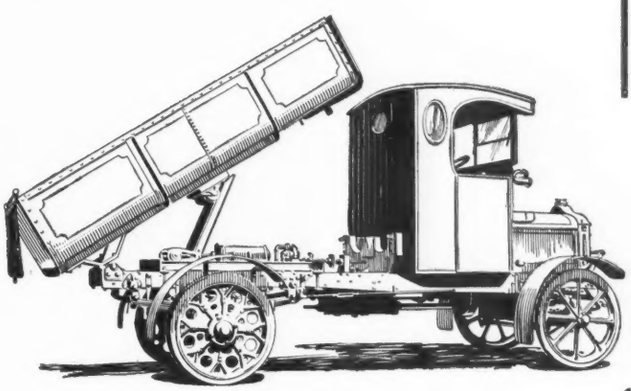
OLYMPIA, October 14th–23rd, 1920.

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It is an ideal lorry for Estate work and where soft ground and uneven road surfaces prevail.

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Chassis Type C.J. 11ft. 6in. wheelbase.
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ALL ABOUT THE UNIBUS

THE CAR ON TWO WHEELS

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This luxurious yet economical little vehicle is the last word in pleasant solo motoring. It is particularly suitable for ladies, professional men, sportsmen and others to whom comfort and handiness appeal.

The UNIBUS is designed on car lines, with quarter elliptic springs, gearbox and starting handle. The rider sits as comfortably as in an easy chair. Complete protection from road mud and splashing is ensured by the efficient shielding or "bodywork," while any speed from 3 to 30 m.p.h., can be comfortably maintained.

The UNIBUS will travel 80 miles per gallon of petrol, and is particularly light on tyres.

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arising from the presence of chars-à-bancs on the road are in every instance due to deliberate indifference on the part of the drivers. In many cases it is impossible for the driver to hear the warning signal from an overtaking motorist. Pneumatic tyred chars-à-bancs are still very much in the minority and solid tyres are not conducive to silence, while the temperament of the passengers most usually carried in "motor coaches" does not increase the driver's ability to hear other road traffic behind him. For this reason we welcome a device that has recently made its appearance on the market, known as the Charaphone. In essentials it consists of a sound box mounted at the back of the char-à-bancs and connected by what may be described as a speaking tube to the driver's compartment. It is claimed that the currents of air collected in the sound box by the movement of the vehicle along the road cause the noise of an overtaking motor horn to be collected in the box and so transmitted to the driver's ear, so that the driver has no excuse for saying that he did not hear the overtaking motorist's horn. We have not actually sampled the device on the road, nor have we seen evidence of its use, but in theory, at any rate, it seems a very promising proposition.

BRITISH CAR PRICES.

EVER since the last Olympia Show the British motoring public has been in a state of alarm at the continued increases in the prices of the cars it wished to buy. But there are signs that a change is at hand. Not only our own but foreign manufacturers have encountered the difficulties of increasing production costs and poor output, but the tide is turning. Naturally, American manufacturers who have been less disorganised by the war than our own, recovered soonest, but several British cars have now come down in price, as also has at least one French car, the Citroen—significantly enough, a mass production job.

The Vauxhall is not a mass production car as the term is generally understood, but improved output has enabled its makers to effect a notable reduction in the selling price of their goods—from £1,750 to £1,450 in the case of the Kington touring model, with others in proportion. At the other end of the scale the 10 h.p. Swift has been reduced from £550 to £495, and the Bean, which a few months ago was £525 and then went up to £600, is now £495 for the two-seater.

As is well known, Messrs. Swift of Coventry now form a unit of the Harper Bean combine, and following from that position has come a considerable improvement in output. Now, as our readers and any intelligent observers are aware, the first result of a genuine improvement in output is a reduction in production costs, and we are inclined to the view that the reduction in the price of the Swift car is far more due to the improved production facilities of its makers than to slump in the market. This slump talk, which has been eagerly seized upon and magnified by the daily Press, rests, as far as we can see, on a very flimsy foundation of fact.

Every maker of cars reports the market to be as vigorous and as far ahead of supply as ever, and we have yet to meet the manufacturer, or his responsible representative, who can chronicle any notable falling off in demand. It may be said that the recent closing down of one or two motor cycle firms lends colour to the slump rumours, and that it is only a matter of time before the troubles of the motor cycle trade will have reached to the car world. As a matter of fact, with each of the two motor cycle firms referred to, we believe that the explanation of their difficulties is in no way connected with what could be called a slump. One of the firms at least has never been in the soundest of financial positions, and the war alone saved it from a much earlier demise. The other which, as far as motor cycles are concerned, is a post-war innovation, could never, in the opinion of many independent observers, hope to continue indefinitely, as its lines of business were quite opposed to those usually accepted as the safest and best in the motor trade.

The cheapest of all American cars has also been reduced in price, though the reduction in this country is very much less than in its country of origin, where the car now sells at what is practically its pre-war figure. It is hardly necessary to point out that the American price of the car has for all practical purposes and under modern conditions of high frieghtage charges and import duties but a very secondary influence on the price ruling on this side.

There is an aspect of Ford car prices that is too apt to be overlooked, although it is vitally important and does not apply to any other car. Ford production has been so enormous for so many years that it is a fact that from a business point of view the company could well afford to send its cars over here and give them away! The proportion of the entire output that is absorbed by the British market is negligible. It is not likely that this course will ever be adopted, but if it were the revenue from the supply of spares and replacements to these cars that had been presented to this country would repay the company for its trouble. That was true several years ago. The same situation now almost holds good in America. There are so many Ford cars in existence that the fixing of a selling price for the car that would in itself mean a loss to the makers could, from a financial point of view, be quite justified;

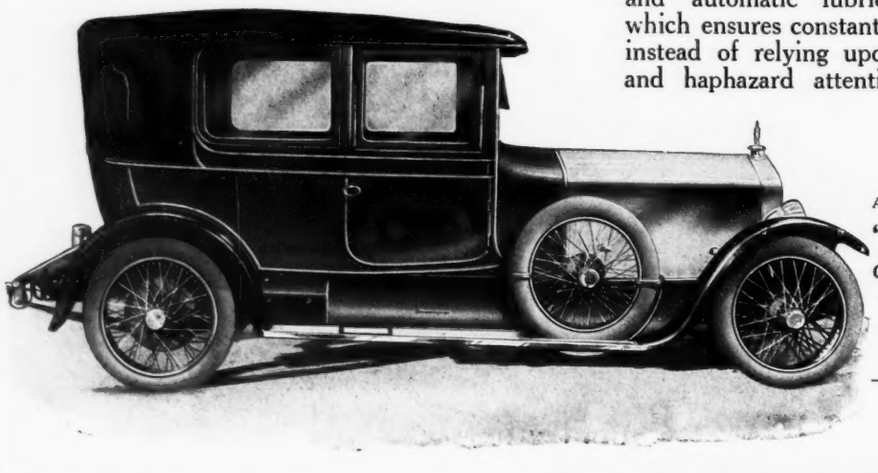
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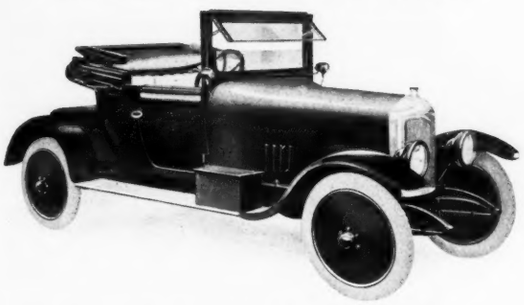
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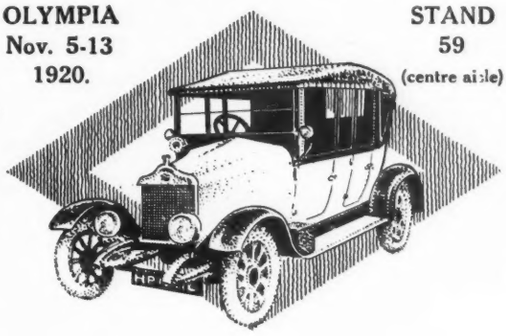
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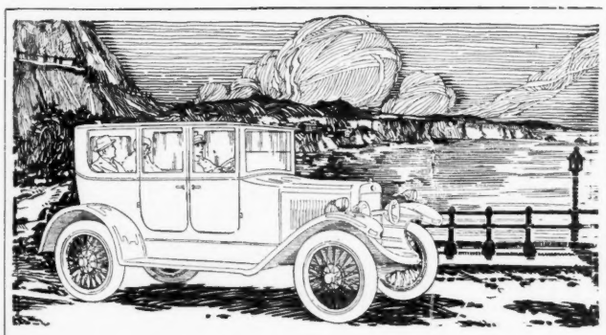
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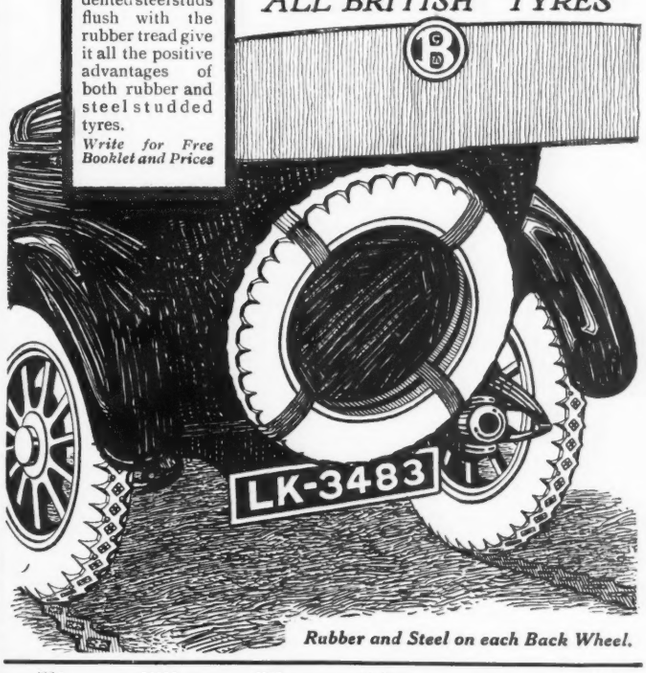
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THE BELDAM TYRE Co. (1920), LTD., BRENTFORD, MIDDLESEX.

as the demand for spare parts would form such an enormous business that this alone would secure to the car makers the necessary trading profit.

As we have said before, we ourselves can see no chance of a general reduction in the prices of new cars. Second-hand cars of all types, but especially those of high Treasury horse power rating and high fuel consumption, are bound to decline. It would be a miracle if they did not when their makers were turning out new models.

The days when it was necessary to pay a fabulous premium in order to obtain a car of any sort are now over. Second-hand cars will sell for their market value, which will generally be that of the list price of the new model less a certain amount for depreciation. In the case of big cars depreciation will this year be enormously accelerated by the new taxation scheme that comes into force on January 1st next. At the end of next year depreciation is not likely to exceed 15 per cent. or 20 per cent. per annum, and the sudden drop in second-hand prices of big cars that we are now witnessing is no more than a temporary thing, in part explainable by natural conditions and in part by the threat offered to the big car owner by the unsatisfactory condition of the fuel market and the new taxation scheme.

SPARK AND THROTTLE CONTROL.

THE desire to cater for the increasing class of inexperienced owner drivers is having the effect of a commendable tendency towards simplification of design, and especially of the control of a car.

But in some cases, at any rate, this tendency is not having entirely good results. The novice may be pleasantly impressed with the simplicity of the control of his new car, but the experienced motorist is apt to decide that simplicity is obtained at the expense of other features equally, if not more, desirable. Two of the most obvious instances are to be found in the increasing use of fixed ignition and also in some cases the abolition of the hand throttle control. Neither, of course, applies to the more expensive cars, probably because the man who buys an expensive car as his first motoring investment is most likely to have someone else to drive it and is, consequently, not troubled or concerned with the details of its control. With small cars circumstances are different. It will be remembered that when I dealt with the Bean car in these pages I mentioned that on account of the awkward disposition of its throttle pedal I was compelled to rely very largely on the hand throttle for the control of the car, and that as a result I obtained a fuel consumption probably much better than that which would have followed had I driven continuously by the more conventional control of the throttle pedal. Here then is a direct argument in favour of the fitting of a hand throttle control. It will be found almost invariably to lead to much better fuel consumption than is obtained when a hand control for the throttle is not used, either because it is not fitted or because the driver adopts the somewhat easier course of relying on his pedal. The Bean is not the only car on which I have noted a similar result. In fact, it has come within my experience so many times that I am coming to regard hand control of the throttle as inevitably associated with better fuel consumption than follows from foot control.

One light car that I recently sampled was not fitted with a hand control at all, and it brought home an objection to entire reliance being placed on foot control, quite removed from its aspect of economy in fuel consumption. Circumstances compelled me to drive the car over several long runs of over 100 miles each, and at the end of every one my shin was absolutely painful on account of having had to keep my leg in one position practically for the whole of the journey and also on account of the continuous exercise of the muscles necessary to control the pedal. I note with regret that one of the new British mass production cars, which bids fair to become very popular on the market, has no hand control. It will, I am sure, cost the car in the eyes of several would-be purchasers.

The control of the ignition is, of course, on quite a different plane from the foregoing. It is not a question of convenience but solely "Does variable ignition give such an improvement in performance as to justify its fitting?" Without hesitation I give an unqualified affirmative for an answer.

Once again it is an example of a desire for simplicity being satisfied at the expense of other features equally, if not even more, desirable. The modern tendency towards high speed engines should be accompanied by a universal fitting of variable ignition, but, unfortunately, it is not. To take two specific instances, I am convinced that the already high performance of such a typical light car as the Deemster and cycle car such as the G.N. would be very much improved if the ignition were variable, which in these cases it, unfortunately, is not. It may be that sensible use of an ignition lever calls for skill, but if a driver does not know how to use his lever he may easily obtain from the makers which is the best average setting for it and leave it severely alone. On the other hand if he knows how to use the lever, but none is fitted, he is unable to make use of knowledge that would give him a much higher performance from his car than he actually obtains.

W. H. J.

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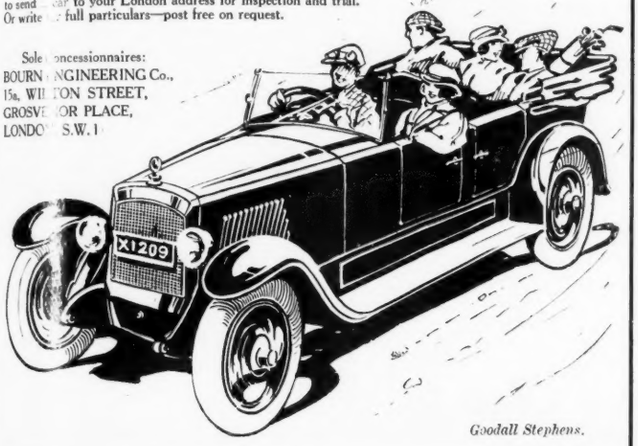
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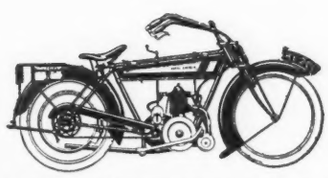
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PROGRESS OF THE LINCOLN TRIALS

TRULY a little knowledge is a dangerous thing. A Lincoln local paper, referring to the trials and the tractors which were taking part therein, stated that all of them, save one, were petrol driven, and the exception, the G.O., was friction driven. This is information which should obviously be either withheld altogether or considerably amplified; it is clearly of little use unless some idea of the consumption per acre of each fuel be given.

I will go on from where I left off last week. Monday's inspection went off without a hitch. The Judges began with Class II, which was due to perform first, and as each machine was passed by them it was shown to a field in the light land where ample opportunity was afforded to adjust the plough and hitch to suit the conditions which were to be encountered the following day. Class V succeeded Class II, and as the Fowler cable set was the first of these, and as it followed the little Weeks tractor, the last in Class II, it presented an exceptionally good opportunity for a comparison, at least in regard to size, its six and a half tons appearing tremendous besides the two and a half tons of the tractor.

This oil-engined cable set of Fowler's is a magnificent piece of work, quite up to the standard of Fowler's usual productions. It has a 60 h.p. engine, driving through reduction gear to either the winding drum or the road wheels. Lack of space prevents me from describing the transmission in detail, but it may be pointed out that one of the leading features is a worm-geared epicyclic train, designed to allow of immediate reversal of the drive, the operator having to perform practically the same motion as he would if he desired to reverse a steam engine.

McLaren's double-engined set presents another contrast, by the side of the Fowler, if I may say so without anyone thinking that I imply anything derogatory to it, which I do not. The McLaren appears to have been designed with the object of producing a machine with an irreducible minimum of parts to it, and also with the idea of placing everything where it can easily be seen and may readily be removed for repair or adjustment. As one spectator remarked, the driver can see everything on the McLaren all the time, the slightest derangement is immediately apparent, and in most cases as easily adjusted.

Tuesday morning saw all Class II (tractors of less than 30 h.p. and hauling three-furrow ploughs) at work in one large field in the light land. Owing to a sudden and unexpected decision of the judges that the radiators should be emptied and the water measured, an eventuality for which preparation had not been made, there was some little delay in commencing, otherwise it would surely have been found that the area allotted to these machines, amounting to two acres per tractor, was not anything like sufficient for a day's ploughing. The soil was not so light as was expected, but, nevertheless, presented no difficulties to any of the machines taking part. Some excellent ploughing was done, and, with two exceptions, the day was an uneventful one. The Fiat driver, owing to the presence of too large an interested crowd at the headland, unfortunately ran his plough into a large stone and damaged it. He had to have a new plough fitted and adjusted. The Emerson, near the end of the day, started to turn up the roots of an old hedge, and as some of these roots were well over 3ins. in diameter, the entrant was readily excused from finishing that part of his plot. The Class V machines started work at about two o'clock on the same day and ploughed away with almost monotonous regularity without, however, finishing the acreage allotted to them being eight and, therefore, well over their capacity for the three hours during which they worked.

Wednesday was a very busy day for everyone. All the machines but those in Class II were hard at work, according to programme; and Class II were trundling off, one by one, to the heavy land in the valley, where they were preparing their ploughs. Up in the cliff land there was nothing of great interest. The two-furrow machines were all easily capable of their allotted task; and the only disturbing element was provided by the rocky base of the ground in which Class I machines were at work, which was responsible for the breakage of a few plough points. Two things were, however, by now apparent. In the first place, it was clear that the idea of dividing the entrants into classes was good. It allowed of similar machines being placed side by side to work in the same field, thus affording facilities for easy comparison. I am not so sure that the method of classifying adopted in this case is to be equally commended, but for the moment that is beside the point. Secondly, the much discussed plan of selecting one type of plough for each class proved to be admirable from every point of view.

Thursday brought trouble. Classes II and V were at work on this day. In Class II there were eighteen machines. In the light land, owing to the availability of a large field, all of them were able to operate in the one field, so that, although there was undoubtedly a slight variation

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Chart of Recommendations for

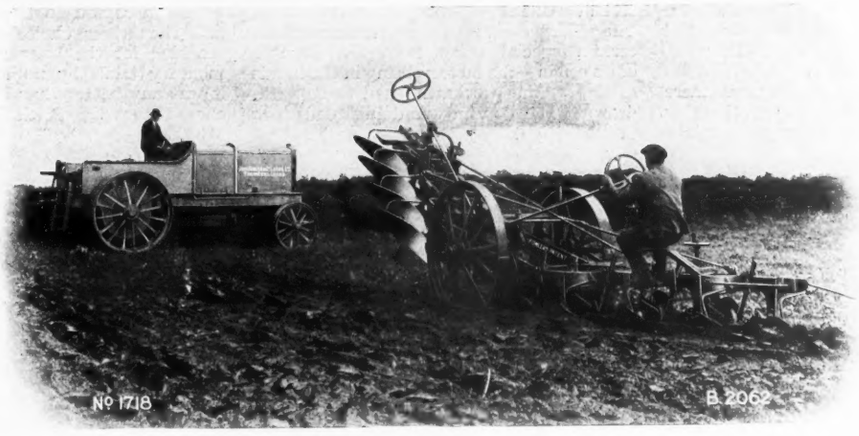
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Name of Tractor.	1920		1919		1918		1917	
	Sum	Win	Sum	Win	Sum	Win	Sum	Win
Alldays	BB	BB	BB	BB	BB	BB	BB	BB
Allis-Chalmers	—	—	BB	A	BB	A	BB	A
" " (General Purpose)	—	—	A	A	—	—	—	—
Austin	BB	A	BB	A	BB	A	BB	A
Avery, 5-10	A	A	A	A	—	—	—	—
" other models	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	A	A
Blackstone	BB	BB	BB	BB	—	—	—	—
Boon	BB	A	—	—	—	—	—	—
Case	BB	A	BB	A	—	—	B	A
Chase	BB	A	—	—	—	—	—	—
Clayton	BB	BB	BB	BB	—	—	—	—
Cleveland	—	—	BB	A	BB	A	—	—
Cletrac	BB	A	—	—	—	—	—	—
Clydesdale	—	—	—	—	BB	A	BB	A
Common Sense	BB	A	—	—	—	—	—	—
Crawley Agrimotor	BB	BB	BB	BB	BB	BB	BB	BB
E.B. 12-20	A	A	—	—	—	—	—	—
Elgin	—	—	B	A	—	—	—	—
Fiat	B	BB	B	BB	—	—	—	—
Fordson	BB	A	BB	A	BB	A	—	—
Fowler	—	—	—	BB	A	BB	BB	BB
Garner	BB	BB	BB	BB	BB	BB	BB	BB
Glasgow	BB	A	B	BB	—	—	—	—
G.O.	BB	A	BB	A	—	—	—	—
Gray	—	—	BB	A	BB	A	BB	A
G.W.W.	—	—	—	—	BB	A	—	—
Hart Parr 30	B	A	—	—	—	—	—	—
Holt Caterpillar (Model 45)	—	—	BB	A	BB	A	BB	A
Happy Farmer	—	—	—	—	B	A	B	A
International Junior	BB	A	A	A	—	—	—	—
Kingsway	—	—	—	—	B	A	—	—
Lightfoot	—	—	BB	A	BB	A	—	—
Martin	BB	BB	BB	BB	BB	BB	BB	BB
Mogul	—	—	BB	A	BB	A	BB	A
Monarch	BB	A	—	—	—	—	—	—
Moline (Universal)	BB	A	BB	A	BB	A	BB	A
Moseley (Illinois Super Drive)	B	A	B	A	B	A	A	A
Omnitractor	—	—	BB	BB	BB	BB	BB	BB
Overtime	A	A	A	A	A	A	A	A
Parrett	B	A	—	—	—	—	—	—
Pavesi	BB	BB	—	—	—	—	—	—
Petter-Maskell	—	—	BB	BB	BB	BB	BB	BB
Pick	BB	A	BB	A	—	—	—	—
Samson	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	—	—	B	A
Service	BB	A	—	—	—	—	—	—
Sandusky	—	—	BB	A	BB	A	BB	A
Simar	BB	A	—	—	—	—	—	—
Somua	BB	A	—	—	—	—	—	—
Saunderson	BB	A	BB	BB	BB	BB	BB	BB
Square Turn	B	A	—	—	—	—	—	—
Timesaver	BB	BB	—	—	—	—	—	—
Titan	BB	A	BB	A	BB	A	BB	A
Twin City, 12-20	BB	A	—	—	—	—	—	—
Utilitor	A	A	—	—	—	—	—	—
Victoria	BB	A	BB	A	BB	A	—	—
Wallis Cub Junior	BB	BB	BB	A	BB	A	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	BB	A
Whiting Bull	—	—	B	A	B	A	—	—
Wyles	BB	A	BB	A	BB	A	BB	A

R.A.S.E. & S.M.M.T. TRACTOR TRIALS, LINCOLN, SEP.-OCT., 1920.

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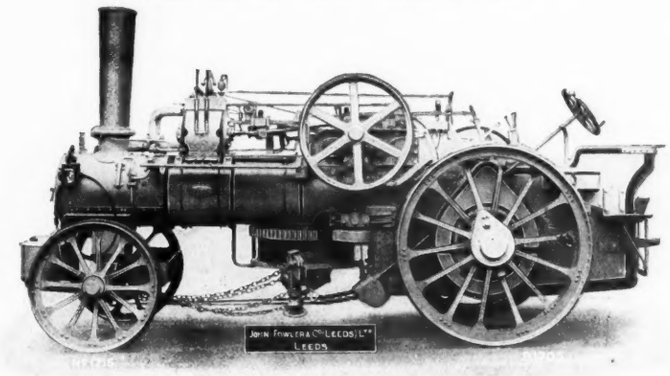


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as from one end of that field to the other, it was not so much as to cause any grumbling on the part of any competitor. On the heavy land, however, no field large enough to accommodate all of the tractors in this big class was available, and they were split up among three fields. Two of them were not very stiff. The soil was hardly what I should have called heavy, but was probably good three-horse land. The third, however, was sticky clay, and, in addition, was rather uneven in its consistency, there being several patches of very stiff clay in the field. By the irony of fate the lighter machines in the class were selected for work in that field, and in several cases it was necessary to reduce the depth of ploughing, and the judges therefore stopped these machines in the middle of the day and changed over, putting those tractors which had been at work in the two lighter fields into the heavy one, and *vice versa*. The difference in the nature of the soil was then made apparent, for those tractors which had found it impossible to make headway in the heavy field, did quite good work, with comparative ease, in the others. The bigger machines were able to keep going in the heavy field. The incident went to prove that some, at least, of the tractors which were entered as three-furrow machines were not really capable of pulling three furrows in the heaviest land. The report of the trials will no doubt make this point quite clear. On the same day the McLaren cable set, working in a similar field, had to drop one of its four furrows, and only pulled three for the greater part of the day. The Fowler, with its superior power, was able to carry on.

Friday saw the two-furrow tractors (Class I) at work on the heavy land. The field allotted, although it varied from end to end, as in the case of those in the light land, was nevertheless nowhere so strong as those which had given so much trouble to the bigger classes. The same held good with regard to that placed at the disposal of the self-contained machines in Class VII, and all of those in the two classes progressed satisfactorily. Class III originally consisted of three tractors, the Fiat, Lauson, and the Berna, the first being an Italian tractor, the second American, and the third Swiss. The Fiat, owing to the non-arrival of certain special parts from the country of its origin—the factory being in the hands of the striking workmen—had to be withdrawn. The Lauson was doing good work in its field during the early part of the day, but the Berna had the misfortune to topple into a ditch and was some time before it could be rescued and set to work. Subsequently, however, it was placed on all four wheels again and showed its capacity to pull four furrows in quite heavy soil. The Fowler double-engine steam set was put to work this day in the heaviest field of all, together with the Mann steam tractor. Both gave a good account of themselves, although the going was such that the driver of the Mann had not only to keep his boiler feed pump working all the day, but had also, from time to time, to call in the aid of the injector in order to keep the boiler supplied with the necessary water to turn into steam. This will give a rough idea of the quality of the work which this tractor had to perform, and it was the opinion of all concerned that it performed wonderfully throughout the whole of the day.

All of the entrants had by this time given a demonstration of the capacity of their tractors in ploughing on both heavy and light land. The performance throughout was most satisfactory indeed, for even in the case of those which were rather overwhelmed in the heavy land, it would, in practice, have been a simple matter for the farmer owning such a machine to have relieved it of the load imposed by the third share, and continued his ploughing in that field with two shares only.

On Friday evening certain machines were selected by the judges for supplementary tests. The grounds on which these were chosen were not made clear and officially I was informed that the judges merely desired to be satisfied on certain points in regard to the selected tractors, and that their choice of any particular machine for the honour of these supplementary trials by no means meant that it was any better than its fellows. Those chosen were the British Wallis, the Hart Parr, the Peterbro', the Twin City, the Case and, subsequently, the Glasgow. They were all set to work to plough in a field of heavy clay, and during the progress of the work fuel consumption and acreage were checked and drawbar tests made. In the afternoon four machines from Class I were selected for a similar purpose, the four being the British Wallis, the Austin, Case and Fordson. They were put to work out a similar test in strong land during the afternoon, but without any real result, owing to the fact that rain, which had fallen heavily during the previous night, and to a certain extent during the morning, now came down again in torrents. The result was that the Case and Fordson, after a little time, were hopelessly bogged, and had to be taken out of the field. The Austin made a good show, and the Wallis, but, owing to an unfortunate mistake in the marking out of the plot of the last named, which resulted in the preliminary furrow being hardly quite so straight as a dog's hind leg, its time was largely taken up in straightening out that furrow, so that by the time it was ready for the consumption test, it was also time to cease work. Personally I think, and so does the farmer—he most emphatically so—that the tractors ought never to have been set to work on this field in the circumstances prevailing.

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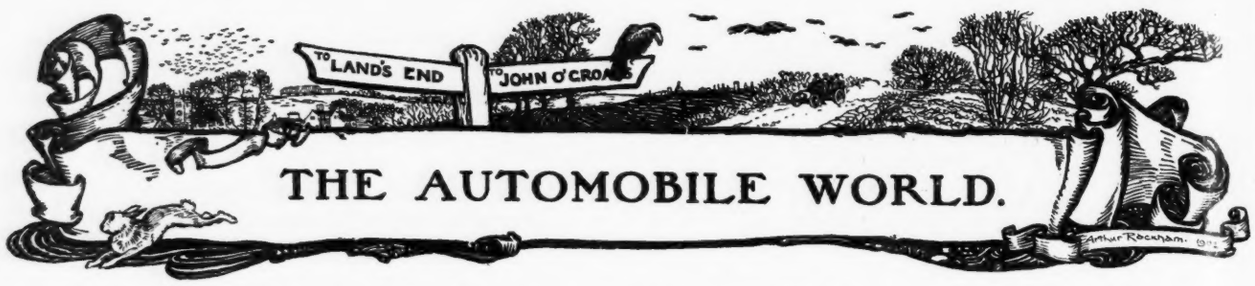
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THE CONFUSION OF GEAR CONTROL

IS it not time some serious efforts were made to secure standardisation of the gear-lever operation on British cars? If it were possible, I believe that every car on the road would have a different arrangement of its gear-lever gate. Fortunately the usual number of three or four forward speeds and one reverse definitely limits the possible number of combinations of varying gate arrangements, but it is a fact that every possibility appears to be taken advantage of, and when sitting in a strange car the driver has not the slightest idea which way the gear-lever needs to be worked. It is not as though the different arrangements offered any special attractions. As soon as one has become accustomed to any series it can be handled with ease; but unfortunately before this happens with a new car the memories of a recent possession may cause serious damage to the new gear-box. If different arrangements of the gate influenced considerably the complication of the selector mechanism there would be good reason why a certain arrangement should become standard to the exclusion of all others, but the fact that practically every possible arrangement of the positions in the gate is to be found on different cars is proof that makers set but little store by the consequent modification of the selector mechanism.

The ideal arrangement should have the effect of bringing the first and reverse ratios to the easiest position for the driver, while if it is possible to arrange the gate so that one cannot possibly by accident slip into reverse, then that arrangement should take precedence over any other. The use of a reverse catch is an excellent thing for the novice, but a capable driver is apt to find the necessity of touching a separate trigger before he can engage reverse gear a nuisance. It is admittedly the adoption of a lesser evil to avoid a greater. On the three-speed gear-box it is not easy to see how this can be avoided without rendering the gate unduly cumbersome or complicated, but in a suggested arrangement, as shown in Fig. 2, this effect would be obtained. The ordinary arrangement of a three-speed and reverse gate is shown in Fig. 1. Except that the positions for second and third speeds almost universally come opposite to each other, the figures may be changed almost indefinitely. It does not even follow that one will have a straight through-the-gate motion, actually a diagonal movement, in changing from first to second or *vice-versa*. Sometimes one has to go from the first position, through the gate and *back* for second—obviously a longer operation than going direct diagonally through the gate, and also, be it noted, an operation that does not bring any corresponding advantage in an improved relationship between second and third speeds, for this movement is straight in both cases.

The arrangement shown in Fig. 2 gives the easiest movement from first to second and thence to top, but it certainly suffers from the criticism that a careless driver in going down from second to first speed might conceivably travel too far through the gate and find himself landed in reverse. Further, the arrangement would necessitate a catch to render the gear fool-proof to the novice. The necessity of a catch might be obviated by arranging the gate as shown in Fig. 3, but this would render the gate unduly large and might present constructional difficulties on a small chassis that would necessitate the exercise of considerable thought on the part of the ordinary designer to overcome, and if there is one thing that the ordinary designer does not like it is the necessity to think when he can avoid it.

I do think it is a great advantage for both reverse and first positions to be on the outside of the gate. In the type of car usually fitted with a three-speed gear-box, *i.e.*, the small car, considerations of space may very reasonably have the effect of bringing the gear-lever when in its back inside position, *i.e.*, in these diagrams third speed, into close proximity

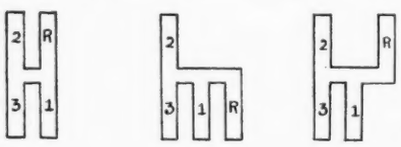


Fig. 1 Fig. 2 Fig. 3

IMPROVED AND TYPICAL ARRANGEMENTS OF THREE-SPEED GATES.

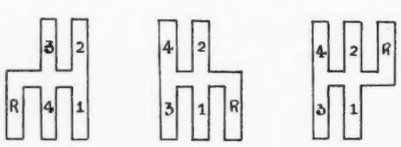


Fig. 4 Fig. 5 Fig. 6

NORMAL AND IMPROVED FOUR-SPEED GATES.

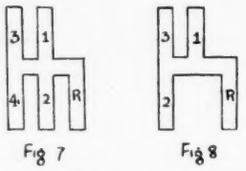


Fig. 7 Fig. 8

SUGGESTED IDEALS FOR THE THREE AND FOUR-SPEED GATES.

with the underside of the driver's right leg. When the lever is in top gear position this is no serious disadvantage because one does not need continually to be tampering with the lever, and when it is necessary to touch it one has, as a rule, enough warning to enable one to get one's leg out of the way. On the other hand the first and reverse speeds are utilised only when the car is being manœuvred for position, *e.g.*, turning in a road or driving into or out of a garage. For this reason, then, one needs to have the lever when in both of these positions readily accessible to one's hand, and if it comes on the off side of the gate one can get at it much better and find oneself able to effect much quicker and easier changes than would otherwise be the case. Obviously, for manœuvring Fig. 1 gives the best arrangement because all that one has to do is to push the lever backwards and forwards. In Fig. 2 one has to make a forward and backward motion through the gate. In Fig. 3 the motion is diagonal. Fig. 1 comes out top on this score, but the others have counter-advantages that do not bring disadvantages sufficiently serious to counteract the points in their favour.

When the gear-lever is centrally disposed the same argument holds good, somewhat strangely perhaps. In this case the off side of the gear-box is the side nearest to the driver's left hand and consequently the positioning of the first and reverse positions on this side make them most easily accessible to the driver, and centrally placed gear-levers seldom come inconveniently close to the driver even on the smallest cars.

With the four-speed gear-box it is obvious that more variety is possible. I do not intend to deal with every existing arrangement, but merely to take the two extremes which are illustrated in Figs. 4 and 5. In Fig. 4 it will be seen that the reverse is on the inside of the gear-box and has the third and fourth positions next to it. It is in my opinion the very worst arrangement that is possible. If the fourth and first positions and the third and second were interchanged it would be enormously improved, but would still be far from the ideal. A catch would still be necessary for reverse; but in Fig. 5 this fitting could be dispensed with entirely without any corresponding disadvantages or risk of damage. Here one has the reverse on the extreme off side of the gear-box, next to it is the first position, straight opposite is the second, diagonally through the gate is the third, straight opposite again is the fourth. If no catch were fitted it would be impossible, except when starting away from rest, for the veriest novice to insert reverse when he did not wish to do so, and this remote risk could be avoided by adopting the arrangement shown in Fig. 6. In Fig. 5 all one has to do in the way of gear-lever movement when manœuvring is after moving away on first to go just into the gate, move to the right and straight back for reverse, the operation being repeated in the reverse direction when it is again required to move forward. There is no the slightest excuse for anyone, who is capable of handling a car at all, going into the incorrect gear. Also when driving on the road and changing down in ratio one has only to travel along the gate once, namely, when going from third to second or *vice versa*. Every other change is effected by a straight movement backwards or forwards and the arrangement brings the lever in the first and reverse positions into that position most convenient for the driver when manœuvring. And yet there is at least one car on the market in which to change into reverse one has to pass through the first speed position. It is an arrangement that I have seen with horror and have always refused to sample because I have felt that I could not handle that gear-lever for a day without doing some damage.

A minor feature in the disposition of the gear-lever that is worthy of consideration is that for the reverse and first positions the lever should be moved in the

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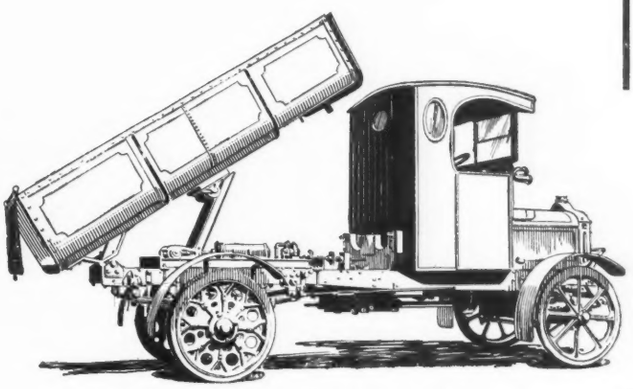
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same direction as that in which the car is to be moved. My meaning is best illustrated by a reference to Fig. 1, with the positions of reverse and first interchanged. Here, when one wishes to move backwards one pulls the lever backwards. When one wants to go forward one pushes the lever forward. There is not much in it, perhaps, but it is so much easier to remember "Car backwards, lever backwards; car forward, lever forward" than "Car backwards, lever forward" and so on, which is the reason why I favour Fig. 5 arrangement for the four-speed gear-box over Fig. 6. In Fig. 5 it is true that one pulls the lever *back* into the first position to move the car forward, but the reason I make this departure from my stated ideal is that a four-speed gear-box is generally fitted to a fairly large car and a forward position in the gate is not so easily reached as a backward position. It may not be actually inconvenient, and if the car is properly designed of course it will not be, but it is not so easy of access as one likes it to be when engaged in tricky manœuvring. A further arrangement of the four-speed gear-box that would satisfy my requirements is shown in Fig. 7, and perhaps this is the best of all, because, as we all know, the first speed in a four-speed box is but very seldom required for use. Normally one starts away on second, and it is quite easy to manœuvre the car in the most confined spaces without employing bottom gear at all. As bottom gear is so seldom required its comparative inaccessibility is no serious drawback and the Fig. 7 arrangement does give a position in which one moves the lever forward to move the car forward on bottom gear. On the other hand, as one seldom uses bottom gear the position is the same for practical purposes as it is if one assumes that one is going to use bottom gear in Fig. 5 arrangement. Fig. 5 certainly militates against the use of second gear for ordinary starting and manœuvring, for obviously the first gear being so much more accessible it will be more generally employed.

The opinions of readers on this subject would be interesting, for just now makers are hankering after something to embody on their 1921 models that they can refer to as a definite improvement over their present productions. I cannot think of any direction in which their energies might be turned more profitably than the standardisation of gear control. As ideals for myself I would choose Fig. 7 for the four-speed gear-box and Fig. 8 for the three-speed. W. H. J.

Number Plate and Brake Regulations

As quite a number of motor carriage owners have been stopped by the police lately in order that the number plates and brakes can be tested to see if they comply with the regulations issued, it is as well to note what these are, as few motorists are sufficiently versed in motor car law to remember such details. Under the Motor Car Act of 1903 the Local Government Board (now the Health Ministry) issued certain regulations in pursuance of the powers given to them by that Act of Parliament. In the Fourth Schedule of such regulations the following provisions were to be complied with:

(1) Each plate must be rectangular and bear upon it the index mark of the Council with whom the motor car is registered, and the separate number assigned to the motor car by that Council, the mark and number being arranged in conformity with the arrangement of letters and figures shown on one or other of the alternative diagrams.

(These diagrams show the letters of the registration authority either above the distinguishing figures, the number of the car, or else in one line containing letters and figures.)

(2) The two plates may at the option of the owner be either of these shapes, or one of one shape and one of the other.

(3) The ground of the plate must be black, the letters and the figures must be white.

(4) All letters and figures must be three and a half inches high; every part of every letter and figure must be five-eighths of an inch broad; and the total width of the space taken by every letter or figure, except in the case of the figure 1, must be two and a half inches.

(5) The space between adjoining letters and between adjoining figures must be half an inch, and there must be a margin between the nearest part of any letter or figure and the top and bottom of the plate of at least half an inch, and between the nearest part of any letter or figure and the sides of the plate of at least one inch.

(6) In the alternative diagram No. 1 (when the letters are painted over the figures) the space between the upper and lower line must be three-quarters of an inch. In the alternative diagram No. 2 (where the letters and figures are in one line) the space between the letters and the figures must be one and a half inches.

(7) In the case of the plates for a motor tricycle or motor bicycle of a weight unladen not exceeding 3cwt., each of the dimensions mentioned above must be halved, and the shape of the plate need not be rectangular so long as the minimum margin between any letter or figure and the top, bottom and sides of the plate is preserved.

As a rule, number plates are affixed and painted or cast by the seller of the car or the coachbuilder, so that individual owners have taken for granted that the number plates on their vehicle conform to the regulations given above. It is remarkable that they do not, but unfortunately, especially on small cars, either through ignorance or carelessness on the part of the employee and his overlooker, a great many of such number plates are contrary to this Order. Usually the letters and figures are not high enough, wide enough, nor are the spaces between them sufficient to comply with the requirements. Very often the distance between the letters and the figures when all in one line is less than the 1½ins. demanded, though, strange to say, it is seldom that when the letters are above the figures this dimension is wrong. Under the circumstances it is advisable that every owner of motor carriages should put a rule over the number plates carried on his vehicles in order to see that these conditions have been complied with, as it seems foolish to risk the annoyance and expense of being summoned for such a trifling offence.

With regard to brakes, the old L.G.B., after the passing of the Motor Car Act of 1903, made an Order under its powers entitled "Regulations (Use and Construction of Motor Cars)," of which Article 2 stated under Section 4 that "the motor car shall have two independent brakes in good working order and of such efficiency that the application of either to the motor car shall cause two of its wheels on the same axle to be so held that the wheels shall be effectually prevented from revolving or shall have the same effect in stopping the motor car as if such wheels were so held. Provided that in the case of a motor car having less than four wheels this condition shall apply as if instead of two wheels on the same axle one wheel was therein referred to."

Put into the simple language of the motorist, this regulation means that each independent brake must lock the two back wheels or the two front wheels. As most drivers endeavour not to lock the wheels as it causes excessive tyre wear, they usually run their foot brake so adjusted that it brakes efficiently without locking, and leave the hand brake only to lock the wheels if needed. Under this Regulation both brakes must be able to do this, so drivers and owners should be prepared for their brakes to perform this tyre destructive feat when tested by the police.

Petrol Price Reduction

SINCE Monday the petrol distributing companies have reduced the price of petrol by 3d., so that now No. 1 petrol costs 4s. 0½d. per gallon, equal to 8s. 1d. per two gallon tin. Whatever the causes may be for this lowering of the price, motor carriage owners will look forward to January 1st, when another reduction of 7d. per gallon is due, owing to the duty on motor spirit being abolished at that date, of which 6d. per gallon is the tax and 1d. the cost to the distributing petrol companies of paying it in advance to the Government. At the same time it is remarkable that a greater quantity of this fuel was sold to the motor using public during the past month, due to the fear of the coal strike and to the probability of a cessation of railway and other transport facilities. Consequently, at no time was so large a stock of petrol held by the general user, with the result that the benefit of this reduction will not be of immediate advantage. Those who will reap the harvest will be the improvident car owners who for one reason or another have no spare supplies in their possession. At the same time motorists will welcome a reduction of the cost of fuel at this season of the year, with the winter months fast approaching, if only as an incentive to use their cars more. Motorists have an enquiring mind, however, and many are wondering what stroke of good fortune has given them this relief. Possibly it is a combination of circumstances, for shipping rates are showing a tendency to fall, the new regulations in regard to car licences and increased taxation on January 1st are causing many to seriously consider the question of giving up their motors, and the first draft details of the Ministry of Transport's requirements add further burdens to the harassed motoring community, so that the petrol firms fear a lessening of the demand unless they do something to encourage the hapless car owner to keep on the road.

As for the new tax of £1 per horse-power, this means practically £1 per month and upwards to most motor carriage owners, and the 3d. reduction will give them another gallon of fuel for every sixteen gallons they bought at the old price but whether this 6 per cent. bonus, plus a further 14 per cent. when the 7d. tax is removed will soften the blow sufficiently to induce motorists of very moderate means to continue to enjoy the pastime remains to be seen. It is quite certain that the new scheme foreshadowed that motorists must carry on the car, after January 1st, a licence card in a conspicuous place, giving car weight, colour, power, capacity and other details and a licence book in the form of a passport will not be welcomed. At the higher rate of petrol also it was a question whether it was not cheaper to travel by railroad, with its inconveniences, than by road, so that motorists did not use their cars for short journeys, whereas it is the policy of all those connected with the motor industry to make motoring the cheaper form of transport. Whatever the reasons, separately or collectively, be, motorists will be thankful for the present reduction and look forward to even cheaper fuel in the near future, especially as further oil supplies have lately been reported.

DUNLOP

THE NEW MAGNUM TYPE

TRADE MARK

Dunlop tyres of the "straight side" type to fit American rims can now be supplied in all sizes.



The Dunlop Magnum tyre has the most effective and most durable tread ever given to a motor tyre. It preserves its non-skid properties for the life of the cover.



GRADIENT
1"-2½'

"THE NAILSWORTH LADDER"

ONCE AGAIN THE NASH SIX
worthily upheld its reputation as America's most famous hill-climber.

A TRIAL RUN can be arranged to demonstrate to you the power with which it glides up the steepest gradient. . . . .

IMMEDIATE DELIVERY
Two and Five-Seater Model, £800
Seven-Seater Model, £890 with complete equipment.

The undermentioned firms have the sole selling rights for Nash cars in their respective districts:
SCOTLAND: Glasgow Automobile Co., Ltd., 83-85, West George Street, Glasgow. SOUTH WALES & MONMOUTH: Boulds Motors Ltd., 134, City Road, Cardiff. IRELAND: Dublin Motor Co., Ltd., Dublin. WARWICK, WORCESTER & STAFFORD: Midland Counties Motor Garage Ltd., Paradise Street, Birmingham. LEICESTER & RUTLAND: Midland Counties Motor Garage, Ltd., Granby Street, Leicester. LANCASHIRE & CHESHIRE: Talbot Garage, Mersey Square, Stockport. NORTH WALES: A. Deacon & Son, Ltd., Llandudno. YORKSHIRE: Eric Myers, 52, Manningham Lane, Bradford. NOTTINGHAM, DERBY & LINCOLN: Huskinson & Ashwell, Ltd., St. Peter's Gate, Nottingham. SOMERSET, CORNWALL, DEVON & GLOUCESTER: R. E. Jones, Ltd., Bristol and Exeter.

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Handsomely finished in a fashionable maroon colour the 4—5 seater "Allen" is the ideal car for the Golfing Motorist.

The "Allen" '20' has aptly been called the "Happy Medium." In price, in size, in power, in speed, in refinement, it *is* the Happy Medium between the expensive super-luxury car and the too cheap and comfortless two-seater.

Come and see the "Allen" '20' to-day, before the few cars now in stock have been snapped up. Or write for full particulars—post free on request.

Sole Concessionnaires:
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15a Wilton Street, Grosvenor Place
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COMPULSORY SIGNALS FOR ROAD USERS

IT will be remembered that on several occasions recently we have dealt with the general question of road manners and the increase of accidents among road users to-day. Among the causes that we suggested for this unpleasant state of affairs, both as regards the general decline in the standard of courtesy and the increased number of accidents, we suggested that general ignoring, or perhaps ignorance, of the most elementary rules of the road was an important one. It has also been suggested by ourselves and others that a clearer understanding of a simple code of signals may be made compulsory by law by the Ministry of Transport. If the suggestion materialises, it will be one of the very few good things that have so far emanated or promised to emanate from the Ministry. If the Ministry can do anything good, let us do all we can to assist its good work and trust that it may be but the first of others and that, after all, we may not be so anxious to see the end of the Ministry as some are at present.

The code of signals in use by the London omnibus driver is being taken as the nucleus of the Ministry's code and a better nucleus it would be hard to find. A simple extension of the right arm is to indicate that the driver intends to turn to the right, while the right arm bent upwards from the elbow and extended outside the car is an indication that he intends to stop. Two other signals that are excellent, but only one of which is commonly used, do not appear to have received the unqualified approval of the Ministry. The first, and the one that is used, is an up and down movement of the right hand extended palm downwards to indicate that the driver is slowing up and that other drivers behind should do the same as there is an obstruction ahead. The signal that is not commonly used is a circular movement of the right arm in a horizontal plane, beckoning the other vehicles to come on and pass him as the driver intends to turn to the left. If, of course, a driver is hugging his correct side of the road, there is theoretically no reason why he should indicate to those behind him when he intends to turn to the left, but it is a fact that hugging the correct side of the road is a thing that very few drivers appear to like and that consequently some signal is necessary when they are turning to the left.

Those motorists who do the greater part of their travelling in London and the home counties will not appreciate the need for some definitely understood and compulsory signals, but to those whose lot takes them extensively to the provinces where perfect control is no more than a legend, the suggestions will be more than welcome and will receive unqualified support. Signals in those parts of the country are practically unknown, and because they are practically unknown, those who have been used to practising them elsewhere find themselves at a serious disadvantage, because the warnings they give are not understood and their compliments are not reciprocated.

The whole idea has an important bearing on a question that was prominent a few weeks ago, but has now subsided, namely, what was to be done, if anything, about the increasing number of left hand driven cars on our roads? The driver of a left hand car will be compelled to have fitted to his car a mechanical appliance that will enable him to give the same signals as the driver in his proper place, *i.e.*, on the off side of the vehicle.

The Commercial Vehicle Exhibition.

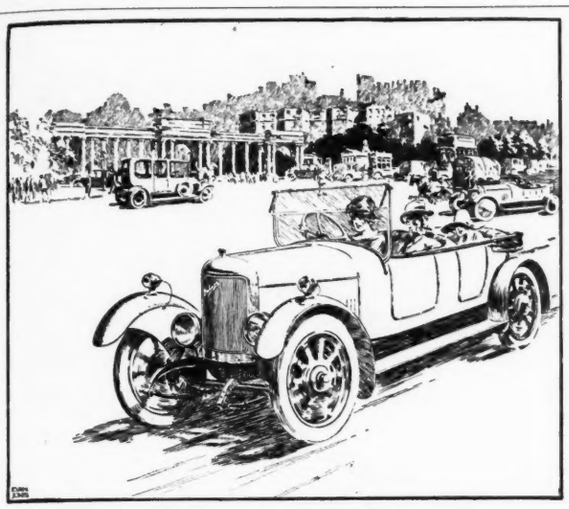
WE would remind our readers that October 15th, witnesses the opening of the Commercial Vehicle Exhibition at Olympia. Although the exhibition is not intended to appeal to the ordinary user of a private car, there are doubtless many readers of COUNTRY LIFE who will find in the heavy passenger and goods carrying vehicles much to interest them. The use of mechanically propelled vehicles on estates is increasing, as it is everywhere else, and the epoch-making development of their being fitted with pneumatic tyres which are exhibited comprehensively at the present Show for the first time, is bound to increase the very considerably sphere of utility of this type of vehicle. The accessories also and the different types of bodywork will make a strong appeal to a class that has not hitherto been regarded as extensively using commercial vehicles.

CORRESPONDENCE.

THE LIABILITY OF ROAD REPAIRERS.

SIR,—In your issue of October 2nd you publish a photograph of an unrolled road and an indignant letter from "Night Traveller" calling for the blood of various people. I would point out to him, as you do not, that there is no law to compel the use of a roller in road repairs. I never use one, and if, consequently, the death of a motor cyclist should unfortunately occur, I should consider it his fault not mine. The proper place for a motor cycle after dark is a shed.—ROAD REPAIRER.

[The only comment that we can offer is that a "Road Repairer" who to-day does not use a steam roller is an anomaly, and one who thinks any law-abiding citizen, whether driver of car, motor cycle or horse, ought not to use the roads at night, will not enjoy the respect of his *confrères*.—ED.]



The Belsize 15 Four-Seater

The Opinion of users.

A Torquay tribute: "I am delighted with it, after only about two hours' tuition with no previous experience I have driven her from Sheffield to Torquay without a mishap."

From a Southport owner: "I have just had a tour in Scotland as far as Inverness and through most of the rugged country there is to be found in Scotland, and I am pleased to say the car performed its daily duties without the slightest hesitation. We went sailing up Shap on third gear just as easily to all appearances as though it was a level road, and all the other hills comparatively. I don't think I used my first gear half-a-dozen times during my ten days' tour (apart, of course, from starting up)."

The Belsize 15 Four-Seater

Illustrated Catalogue No. 330, with Specifications, Illustrations and prices, free on request.

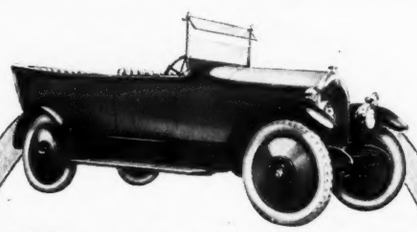
BELSIZE MOTORS, Ltd. : Clayton : MANCHESTER

London: The Belsize London Agency, Ltd., 2-3 Duke St., St. James's, S.W.1,

Address for repairs and spare parts for London District—33 Augustus St., Cumberland Market, N.W.1

BELSIZE

MOTOR CARRIAGES FOR 1920



MOST instructive to prospective car buyers is the illustrated specification of the 16-20 H.P. Ruston-Hornsby. The simplicity the average motorist desires, the completeness which the sensible motorist demands, the soundness every motorist should insist on—all these are Ruston-Hornsby features.

The up-to-date design of this car is backed by materials and workmanship that do credit to British Engineering—the Ruston-Hornsby is produced by one of the largest and best-known British Engineering firms.

PROMPT DELIVERY

of the car complete with

4-5 seated body . . . **£695**

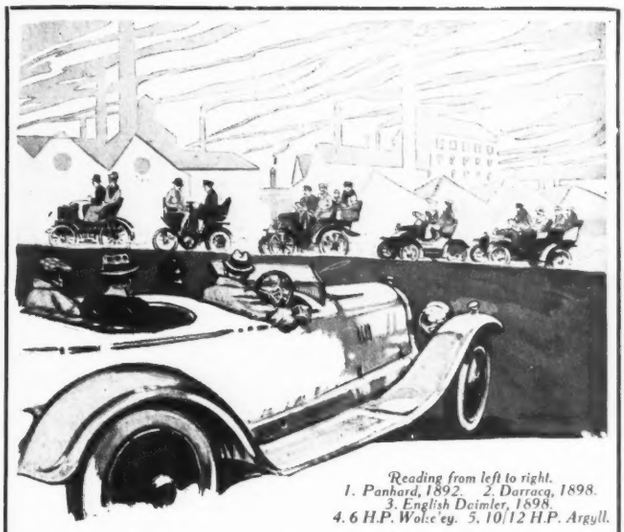
Send for the Specification to the Sole Concessionnaires:

C. B. WARDMAN & CO., LTD.,
122, Great Portland Street, London, W.1.
Telephone —Mayfair 5751-2. Telegrams:—"Rusorncy, Wesdo, London."

Ruston-Hornsby

16-20 H·P· TOURING CAR

The Car of Quality & Value



Reading from left to right.
1. Panhard, 1892. 2. Darracq, 1898.
3. English Daimler, 1898.
4. 6 H.P. Wolseley. 5. 10/12 H.P. Argyll.

LOOKING BACKWARD

LOOKING back into the history of automobilism one realises the lavish amount of brains, capital, and enthusiasm that has been expended on developing the motor car to its present-day state of efficiency.

Insurance, too, has played a helpful part. In this sphere the Motor Union Insurance Co., Ltd., has been responsible for developments no less progressive than the work of the great designing engineers who made motoring possible. Many years ago the Motor Union Insurance Company took the lead in motor car insurance, a lead which, by reason of their comprehensive and generous policies, their prompt settlements and businesslike methods, has not only been maintained but enormously increased.

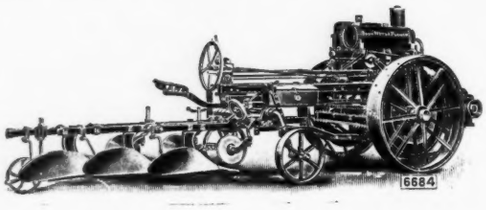
The Motor Union Insurance Company's policies for motor owners have met with unparalleled success. The reasons therefor are set out in a little brochure, which will be gladly sent on request.

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BY APPOINTMENT.

RANSOMES'
"BOON" MOTOR PLOUGH



Specially designed to meet the requirements of Farmers who prefer a self-contained outfit to an independent Tractor and Plough.

WILL WORK ON PARAFFIN.

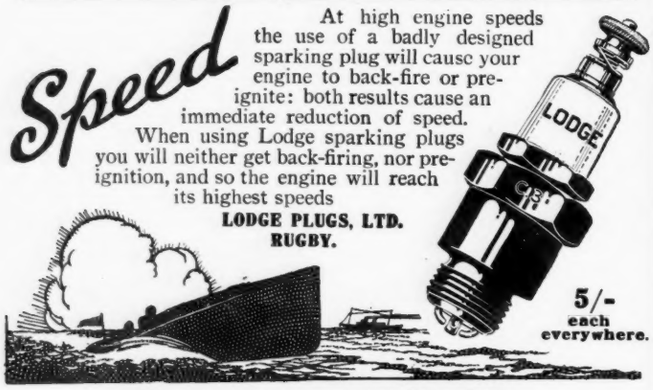
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Ransomes, Sims & Jefferies, Limited
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Speed

At high engine speeds the use of a badly designed sparking plug will cause your engine to back-fire or pre-ignite: both results cause an immediate reduction of speed. When using Lodge sparking plugs you will neither get back-firing, nor pre-ignition, and so the engine will reach its highest speeds

LODGE PLUGS, LTD.
RUGBY.



5/-
each
everywhere.

LODGE

Motor Boating for You

SLIP an "Evinrude" Detachable Motor on your own or any hired row-boat and experience the inexhaustible pleasures of Motor-boating at fractional cost.
The "Evinrude" is portable, reliable and fast. It can be run without previous mechanical experience. If you own an "Evinrude" send it to us for overhaul ready for next season.

Evinrude
Motor Co.,(Eng)Ltd.
107 Waterloo Rd. S.E1.

Get full particulars by writing for Catalogue L.

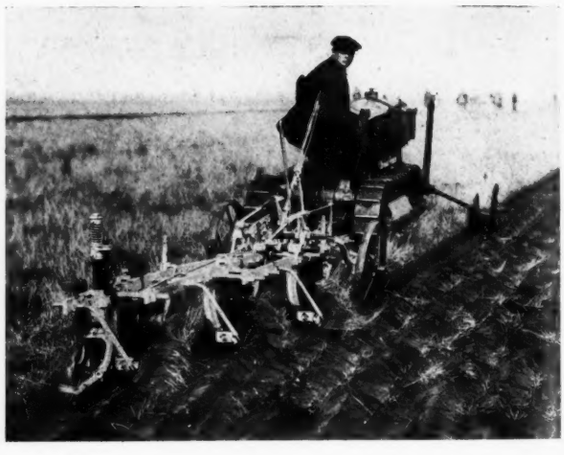


THE LINCOLN TRACTOR TRIALS

THE PRIZE WINNERS.

BEFORE giving the names of the winners in the various classes for tractors and ploughing engines at Lincoln it may be as well to direct attention to the following list of the principal points to which the attention of the judges was directed. (*a*) Weight of machine. (*b*) Weight per inch, width of wheel and diameter of wheel. (*c*) Mechanical design and construction. (*d*) Adaptability to various kinds of work, such as harvesting and the like. (*e*) Time taken to prepare for work. (*f*) Ease and safety of handling. (*g*) Ease of turning and space required for same. (*h*) Efficiency of winding gear. (*i*) Facility of attachment. (*j*) Wheel devices.





THE CASE AND CLETRAC TRACTORS PRIZE WINNERS IN CLASS 1.

(*k*) Attendance necessary. (*l*) Consumption of fuel, water and other supplies per unit of work done. (*m*) Price.

There were seven classes in all, and in each the prizes offered were two in number, the first being a gold medal and £20, and the second a bronze medal and £10.

Class 1 was for internal combustion direct traction engine not exceeding 24 h.p., suitable for ploughing two furrows, 10ins. wide by 6ins. deep. Ten machines were entered in this class, out of which eight turned up and took part in the trials. The first prize went to the Case, entered by the J. I. Case Threshing Machine Company. The second prize went to the Cletrac, another American machine, marketed by H. G. Burford and Co., Limited, of 16, Regent Street, S.W.

Class 2 was for internal combustion direct traction engine not exceeding 30 h.p., suitable for ploughing three furrows. The first prize went to the British Wallis tractor. The second prize in this class also went to a British machine, the Peterbro'. This is a general purpose machine, and was described quite recently in this page.

Class 3 was for internal combustion direct traction engine over 30 h.p., suitable for ploughing four furrows, 10ins. wide by 8ins. deep. The first prize went to the Lauson, an American machine. There was no second prize awarded.

Class 4 was for direct traction steam engine plant, suitable for ploughing four furrows, 10ins. wide by 8ins. deep. There was only one entry in this class, the Mann steamer, but it certainly put up a remarkably good performance in every section of the trial. In the heavy land, for example, it was in what might almost be described as a field of lead, which it steadily ploughed without a stop throughout the whole of a day. It was also the only machine, among the heavy class, satisfactorily to perform on the hill climb (road haulage).



MAPLE LEAF V running at OVER A MILE A MINUTE

More than a Mile a Minute over Water !

A NEW WORLD'S RECORD.

MAPLE LEAF V, the Saunders-built boat which put up so fine a performance in the race for the British International Trophy, set up a NEW WORLD'S RECORD in the Measured Mile Speed Trials in Southampton Water on August 21st last. Her mean speed over six runs, **OFFICIALLY RECORDED,**

EXCEEDED 66 MILES PER HOUR.

This result is a great triumph for the "CONSUTA" SEWN SYSTEM on which the boat is built—no other construction could have stood the enormous stress of 1,800 h.p., in a 40 foot hull driving in a seaway at OVER A MILE A MINUTE.

Ask us for details of the "Consuta" Sewn Plywood System.

S. E. SAUNDERS, LTD.,

EAST COWES, I. O. W.

YOU cannot injure your country and not suffer yourself.

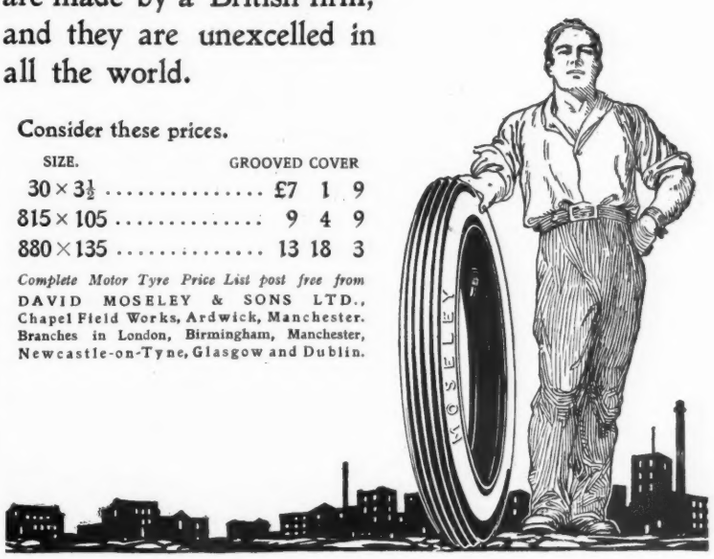
When you buy foreign motor tyres you injure your country. You depress its credit abroad. You keep British capital and British labour so far unemployed. You probably pay too much for it in the present state of the exchange.

AND what do you gain that others may lose? Nothing. Moseley tyres are made by a British firm, and they are unexcelled in all the world.

Consider these prices.

SIZE.	GROOVED COVER
30 × 3½	£7 1 9
815 × 105	9 4 9
880 × 135	13 18 3

Complete Motor Tyre Price List post free from DAVID MOSELEY & SONS LTD., Chapel Field Works, Ardwick, Manchester. Branches in London, Birmingham, Manchester, Newcastle-on-Tyne, Glasgow and Dublin.



MOSELEY TYRES

C.W.H

Ploughing 6 Acres in 8 Hours

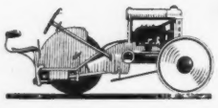


with a team of horses is impossible as you know. With a "Glasgow" Tractor—an ordinary performance, as many enthusiastic users can testify. In speed the "Glasgow" is all that can be desired, but it also has wonderful capacity for *continuous work*. For ploughing, discing, harrowing, and in all kinds of stationary work, the "Glasgow" proves itself the most valuable "power-for-work" British engineering has yet given to agriculture.

THE

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Think of the saving in labour!

Write for specification, etc., to the Sole Distributors for the British Empire (excepting Canada):

BRITISH·MOTOR·TRADING CORPORATION Ltd

DEPOTS: LONDON—20, 21 & 22, KING STREET, ST. JAMES'S, S.W. 1; MANCHESTER—230, Deansgate; BIRMINGHAM—Coventry Road, Yardley; LEEDS—4, Duncan Street; NEWCASTLE-ON-TYNE—St. Thomas Street; GLASGOW—British Motor Buildings (formerly Zoo), New City Road; PARIS—39, Rue de la Chaussee d'Antin.

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BMT BMT BMT

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THIS IS THE

Cletrac

Manufactured by the CLEVELAND TRACTOR COMPANY

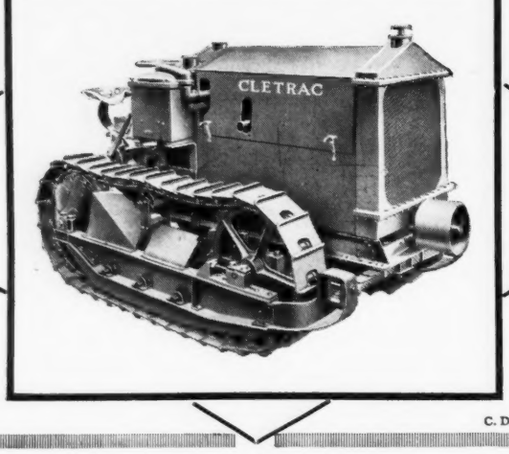
TRACTOR

It ploughs, discs, harrows, seeds cultivates, mows, harvests, loads hay, spreads manure, reaps and binds. Does stationary work, hauling, all with the lowest running and maintenance costs.

Write for full particulars. IMMEDIATE DELIVERY.

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Head Office: 16, REGENT STREET, LONDON, S.W. 1. Tel.: Regent 5280 (2 lines). Telegrams: "Burfordism, Charles, London."



C. D. C.





THE BRITISH WALLIS AND PETERBORO' TRACTORS PRIZE WINNERS IN CLASS 2.

Class 5 was for double engine sets, with internal combustion power unit. There were only two entries, by John Fowler and Co. (Leeds), Limited, and J. and H. McLaren, Limited. They both did well and were awarded the first and second prizes respectively.

Class 6 was also for double engine sets, this time driven by steam. There was only one entrant, John Fowler and Co. (Leeds), Limited.

Class 7 was for self-propelled plough for ploughing not more than four furrows of not more than 10ins. wide by not more than 8ins. deep. The first prize went to the Crawley Agrimotor Company, Limited, for the well known British machine of the same name. The Moline, an American, won the second prize.





THE CRAWLEY AGRIMOTOR AND MOLINE MOTOR PLOUGH PRIZE WINNERS IN CLASS 7.

Harrods
Sale of Antiques

OCTOBER 25 AND FOLLOWING DAYS

Beginning October 25, Harrods are offering their magnificent collection of Antique Furniture, Pictures, China, Silver and Old Sheffield Plate at prices that spell a truly exceptional opportunity for Connoisseurs, Collectors and every lover of 'the old that is good.' If you cannot come to Harrods, send for the Book of the Sale and order confidently from that.

ANTIQUE SALE BOOK FREE!



24433. Exceptionally fine mahogany straight-fronted CHEST OF DRAWERS, illustrated above, in good condition, 3ft. 7in. wide. Usual price £19 10. *SALE PRICE* **£14 10**

23931. Oak CHEST OF DRAWERS on stand with scroll legs, flat and shaped stretchers. 3ft. 1in. wide. Usual price £89 10. *SALE PRICE* - - - **£75**

25396. An old oak SIDE TABLE on turned baluster legs; top 4ft. 6in. by 2ft. Usual price £29 10. *SALE PRICE* **£24 10**

25445. Fine old mahogany Sheraton TOILET GLASS, 2ft. wide. Usual price £15 10. *SALE PRICE* - **£12 18**

25272. Exceptionally fine oak Jacobean CUPBOARD CHEST with lift-up top, four heavy oak-lined drawers below, enclosed by two carved and panelled doors, 4ft. wide, 4ft. high. Usual price £89 10. *SALE PRICE* - - **£79 10**



25085. A very pretty old mahogany Queen Anne SIDE TABLE, as illustrated above, fitted four oak-lined drawers. Usual price £32 10. *SALE PRICE* - - **£27 10**

24903. An old oak Hanging WARDROBE with small cupboard above, the front and ends nicely panelled; 4ft. 6in. wide. Usual price £63. *SALE PRICE* - - - **£55**



25269. An oak bread and cheese CUPBOARD, with nicely panelled door, illustrated above, 2ft. 1in. wide, 2ft. 6in. high. Usual price £9 15. *SALE PRICE* - - - **£7 18**

22355. A mahogany SIDE TABLE on tapered legs, fitted cupboard with tambour at the side, top measures 20in. by 14½in. wide. Usual price £13 10. *SALE PRICE* - - **£10 10**

25431. Exceptionally fine mahogany and inlaid SIDEBOARD of the Sheraton period, fitted with two cel arette drawers with inlaid circular panels and drawer in centre. 5ft. wide, 2ft. 2in. deep. Usual price £89 10. *SALE PRICE* - **£75**



45283. A fine old English mahogany Hanging WARDROBE, illustrated above, 4ft. wide, 6ft. 4in. high. Usual price £49 10 *SALE PRICE* - - - **£39 10**



23270. An excellent English mahogany CHINA CABINET on stand, illustrated above, 3ft. 2in. wide, 6ft. 4in. high. Usual price £35. *SALE PRICE* - - **£28 10**

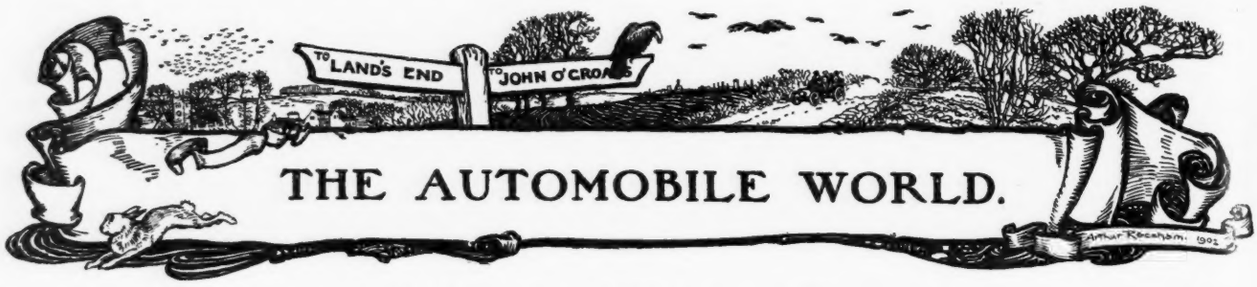


25280. An exceptionally fine old oak CHEST of eight drawers on original stand, illustrated above, 3ft. 3in wide, 5ft. 1in. high. Usual price £45. *SALE PRICE* - - - **£35**

Many Bargains in Antique Silver and Old Sheffield Plate

Send for Illustrated Catalogue of the Antique Sale to-day!

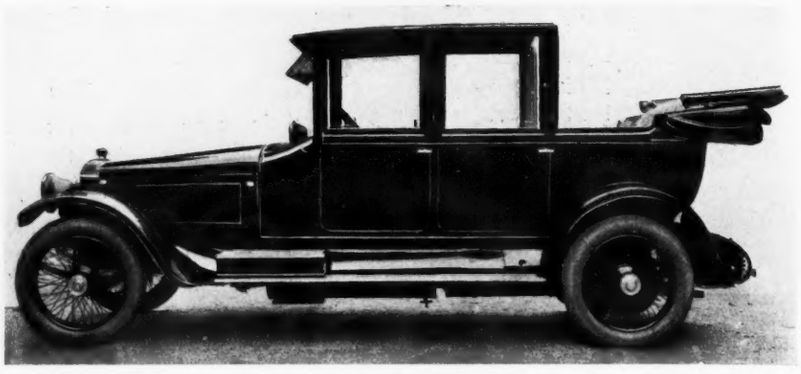
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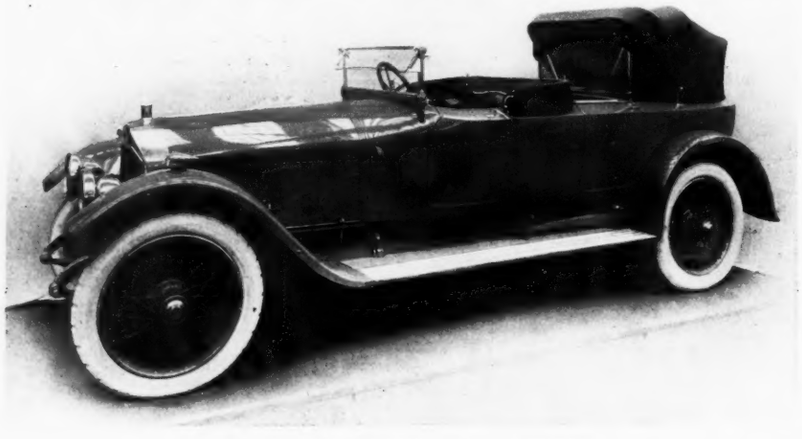
MODERN BODY DESIGN

ALTHOUGH the chassis designer and manufacturer may not be very pleased to hear it, it is an undoubted fact that many cars are sold to-day on account of their bodywork. In a sense this is a considerable compliment to the chassis producer. The ordinary purchaser has such faith in the capabilities of any standard chassis available on the market that he considers he is quite safe in allowing his choice to be influenced mainly by body design.

Especially does this manner of choice apply in the case of those cars which are made complete by one manufacturer. When a maker turns out only a chassis and hands over the bodywork to another firm, body design is to him a secondary consideration. He sells his chassis as such and as nothing more, and the purchaser has the whole gamut of body builders on whom to rely for satisfaction of his desires in the sphere for which they cater.



1.—THE LANDAULET BODY.

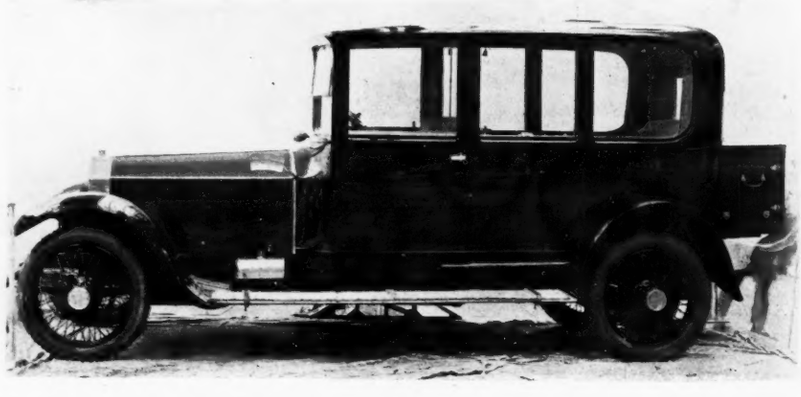


2.—A NAPIER "SPORTING" FOUR-SEATER.
With separate hoods and screens for front and rear compartments.

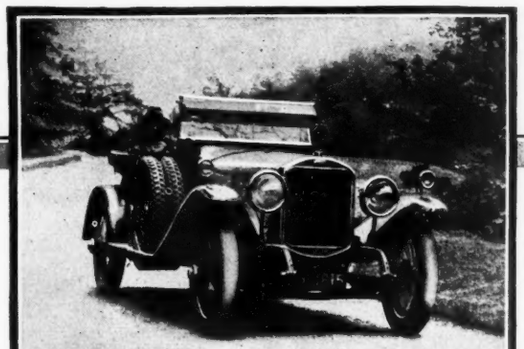
But somewhat strangely, it is undoubtedly an increasing tendency for manufacturers to produce their cars throughout, or, at any rate, to offer them to the purchaser complete. Sometimes the bodies may be built by a separate firm, but the car is offered to the purchaser as a complete unit and, theoretically, at any rate, both body and chassis are the product of the same maker. Many of the visitors at the last Olympia Show made no secret of their preference for a certain make of car because they liked its body. It was very good ground for preference, and so long as it is limited in its practical application to those cars of which the reputation is established beyond question, there is no criticism to be levelled against it as a basis for choice.

In this article we are concerned primarily with the larger types of body only, and as so much confusion exists on body nomenclature we will restrict ourselves in the main to a description of the various types of bodies available to the public and to giving each its commonest descriptive term. A few years ago the American Society of Automotive Industries decided upon definite names for each of the commoner types of body, the step being felt a necessity on account of the confusion that existed. Our own Society of Motor Manufacturers and Traders were, we understood, to issue a similar schedule but up to the present their efforts do not seem to have materialised, or if they have, they have not been given all the publicity desirable. The terms that we use in this description are those most commonly understood. Such variations as exist are generally limited to the fancies of an imaginative designer, and it is unfortunate that such fancies are allowed so much free play in makers' catalogues.

The Fig. 2 touring body illustrated belongs to what is known as the sporting type, although the term is somewhat misleading. It owes its origin to the very natural desire on the part of owners and designers for a body that should offer the minimum of wind resistance and at the same time provide as much comfort as was available in the ordinary four-seater. Such a body, when developed to its logical conclusion, tended to increase the speed capacity of the car, and, indeed, the sporting four-seater, which is so popular and so common to-day, is from one point of view a development of the racing body seen at Brooklands track. Such an elegant affair as the Napier illustrated in Fig. 2 can, however, by no stretch of the imagination be called a racing body. It is a highly luxurious production, and its equipment with two hoods marks an interesting departure from orthodox practice that has much in its favour. We all know the acute discomfort that usually accompanies



3.—THE LIMOUSINE.
The top is fixed and encloses a double compartment.



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The Sunbeam wins at nearly two miles a minute.

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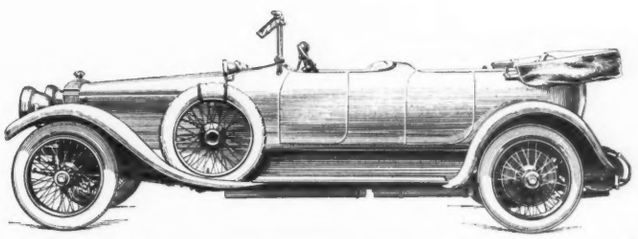
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It has been won by a true understanding of the motto

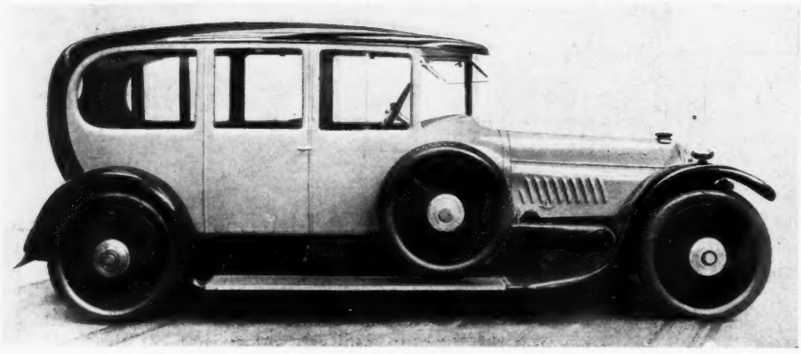
"NOBLESSE OBLIGE"



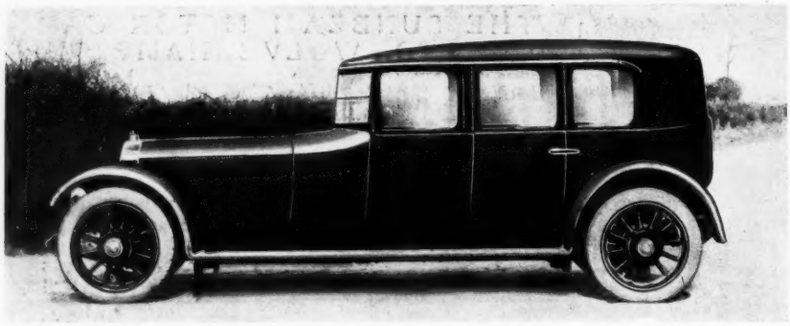
A Daimler "Special," with coachwork by Barker & Co.

The Daimler Company Ltd., Coventry

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4.—THE FULLY-FLEDGED SALOON.
The top is fixed and encloses a single compartment.



5.—THE DETACHABLE TOP SALOON.
The top in this case may be removed, leaving an ordinary four-seater touring body.

travelling in a four-seater with the usual Cape-cart hood erected. This Napier design offers equal comfort to the occupants of both front and rear seats, and if it be raised as an objection that the view of the rear seat occupants is obstructed by the front hood, it must be admitted that it is very seldom indeed that the occupants of a rear seat have a very extensive outlook when the ordinary Cape-cart hood is erected.

Fig. 1 shows what was until recently the commonest type of enclosed body. It is known as the landaulet, and its characteristics consist in a rear portion that may be folded back, as shown, or erected so as to make the car into a totally enclosed vehicle. The front and rear compartments are always separated by a glass screen which may, however, in some cases be lowered into the panel at the back of the front seat when required. Whether this may be done or not does not affect the type of the body. The cabriolet, which is not illustrated, is another version of the open or closed car that seems to be declining in popularity. Its essentials are a hood that may be erected after the fashion of the ordinary Cape-cart hood, but made of leather, folding right down when not in use, but having supplementary windows and uprights that fold away into the side of the body when the hood is not in use. The cabriolet, as such, has a dividing panel between the front and rear compartments, but in some cases this is absent, and access to the interior is obtained through one door only, when the car is known as a saloon cabriolet.

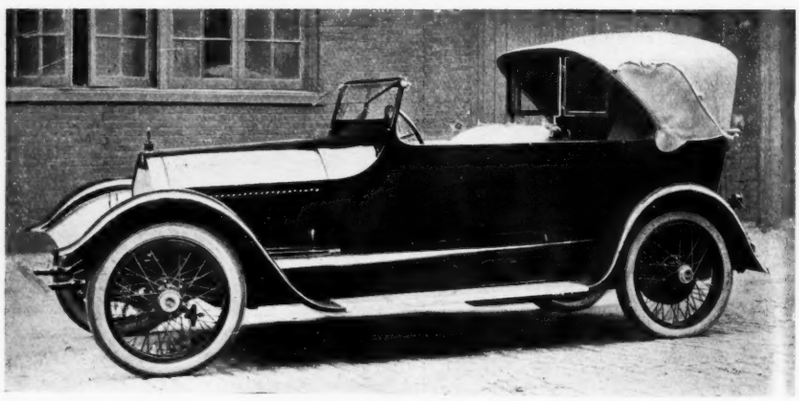
Judged by external appearance, there is little difference between the limousine and the saloon. The former is shown in Fig. 3, the latter in Fig. 5. The difference consists in the provision of two doors to the former and a division between the front and rear compartments. In the particular example of the limousine illustrated, the two doors are arranged unconventionally in that they meet when closed, but this arrangement, although an interesting departure, does not affect the nomenclature of the type.

The genuine saloon shown in Fig. 4 is a permanently enclosed body, except, of course, that its windows may be lowered into the sides and it consists of only one compartment to which access is obtained by means of a door on either side. The front seats are generally mounted on swivelling brackets to facilitate access.

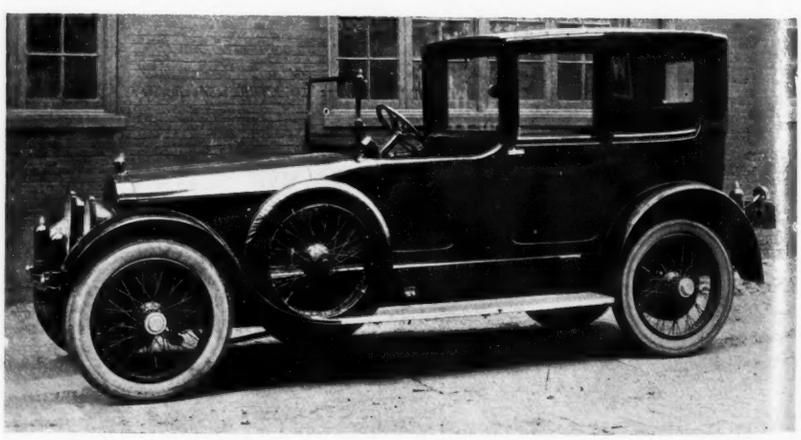
An interesting variation of the ordinary saloon is shown in Fig. 5, which is a car of which the top may be removed complete on occasion. Thus the owner has at his disposal an either totally enclosed or an open touring car at will. The type offers many genuine attractions, but it must not be overlooked that should one start out on a journey with the detachable top left at home, one has to finish the journey without weather protection, whatever changes may take place in the atmospheric conditions. In those climates where one may say with certainty whether it will rain or not, the detachable top body is a very useful possession, but in England, at any rate, where the most brilliant sunshine may turn into the most dismal of downpours at a moment's notice, the detachable top body is apt to be a somewhat annoying possession.

Two interesting variations of some of the foregoing types are shown in Figs. 6 and 7, the former representing an American body, of which the "Victoria" hood provides protection only for the occupants of the rear seats. This type of hood is excellent as applied to two-seaters, and we intend to deal with two-seater design in a subsequent article, but we must confess that for ourselves we see little point in the provision of a hood for the occupants of the rear seats only in a four-seater body.

Another type of body that owes its development mainly to the Continent is the berline, or brougham in England's nomenclature. This is in effect a limousine with the protection for the occupants of the front compartment removed, but for a folding leather hood that can be attached to the front screen.



6.—AN INTERESTING AMERICAN BODY.
With complete weather protection only for the occupants of the rear seats.



7.—ANOTHER AMERICAN PRODUCTION.
Known as the brougham type of body, although it is a development of the continental berline.

OUR ROLLS-ROYCE WAR.

By LOVAT FRASER.

The military situation in Mesopotamia is improving, as well it may, for India is pouring in thousands of troops, and the British taxpayer is pouring out millions upon millions of pounds.

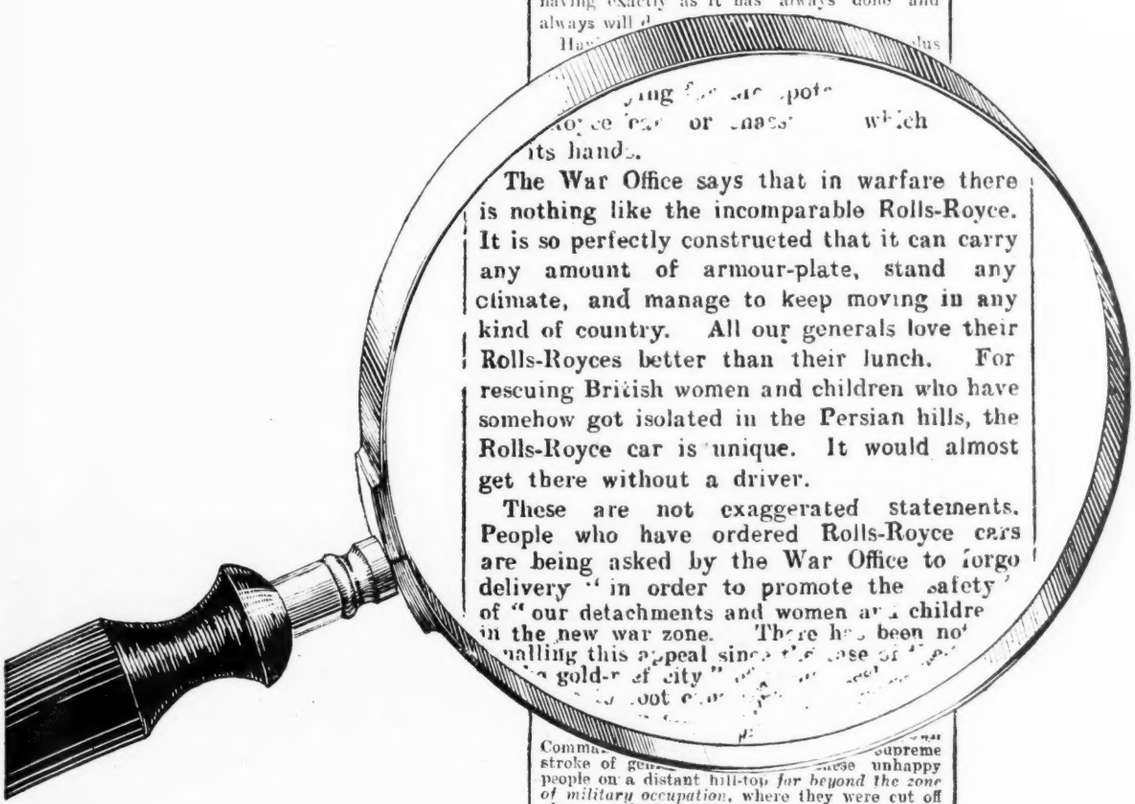
While India does the bulk of the fighting and the British public finds the money, our wonderful and unchanging War Office is behaving exactly as it has always done and always will d[illegible]

Ha[illegible] plus

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its hand[illegible].



The War Office says that in warfare there is nothing like the incomparable Rolls-Royce. It is so perfectly constructed that it can carry any amount of armour-plate, stand any climate, and manage to keep moving in any kind of country. All our generals love their Rolls-Royces better than their lunch. For rescuing British women and children who have somehow got isolated in the Persian hills, the Rolls-Royce car is unique. It would almost get there without a driver.

These are not exaggerated statements. People who have ordered Rolls-Royce cars are being asked by the War Office to forgo delivery "in order to promote the safety" of "our detachments and women and childre[illegible] in the new war zone. There ha[illegible] been not[illegible] calling this appeal since the case of "[illegible] gold-[illegible]city" [illegible] foot [illegible]

Comma[illegible] supreme stroke of gen[illegible]ese unhappy people on a distant hill-top *far beyond the zone of military occupation*, where they were cut off almost at the first blow.

The Rolls-Royce question implies much more than the merits of a famous car. It has a symbolical meaning. The Rolls-Royce car is of such high quality that it is extremely expensive. In the matter of cost this war is on the Rolls-Royce standard, and *we cannot afford Rolls-Royce wars.* Therefore the Government should end the Mesopotamian campaign as speedily as possible.

* * * * *

Unfortunately it is not at all clear that the Government are going the right way to work to end the campaign. One or two occurrences within the past few days deserve attention.

Last Friday night the India Office announced that Sir Percy Cox, the new High Commissioner, who should reach Bagdad in a day or two, is to take over control of the civil administration of Mesopotamia. He is to do so until he can give effect to "the fixed policy of his Majesty's Government of setting up an Arab State in Mesopotamia," which is to be his primary task.

This announcement clearly will not do. The Government appear to be playing both with the British taxpayers and with the Arabs. The whole issue is: Do they mean to leave the Arabs to "run their own show," or are they thinking of an Arab State pegged down by British garrisons and taught to be good by those wonderful Rolls-Royce armoured cars? In other words, *do they mean to keep a garrison in Mesopotamia or not?*

That is what the Government refuse to say. That is what they must be compelled to say, and the sooner they say it the better.

A statement with a semi-official flavour, which was circulated on Saturday, contained the ominous remark that the situation in Mesopotamia is due to "the rapid reduction of our fighting and administrative forces, which brought about a weakening of the confidence in our ability to maintain order." If that is the line which semi-official statements from our old friend Mr. Well-Informed Source are to pursue, the sooner Parliament meets the better.

The[illegible]ve be[illegible]ny car[illegible]ich [illegible]

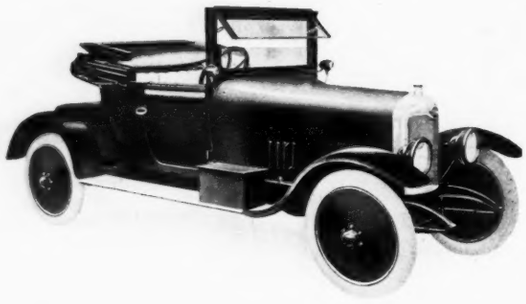
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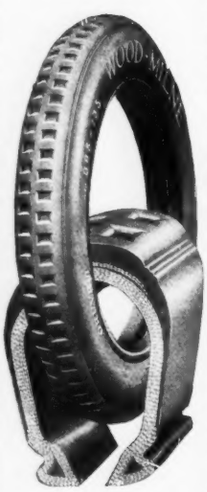
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QUALITY and QUANTITY

SPECIAL MOTOR CARRIAGES.

IT will be no news to regular readers of these pages that British motor manufacturers have, since the war, for the first time turned their serious attention to the question of mass production of cars. It is frankly an imitation of American practice, and some of the bolder British manufacturers have gone so far, or at least have signified their willingness of going so far, as to adopt the American policy of "make and then sell," in contradistinction to the pre-war British policy of "sell and then make." In practice this policy does not usually apply to British car production, because every car that any manufacturer can turn out is sold often to the motor dealer before the first casting leaves the foundry. Nevertheless, there are indications that British manufacturers will incline to the American policy of producing at full output and then trusting to salesmanship to dispose of that output.

The result will be that the car built to individual requirements will no longer be a characteristic of British products. Time was that any British purchaser wanting a car chose his chassis, went to the manufacturers, suggested several detailed alterations and also either specified the special design of body that took his fancy, or, after taking delivery of the chassis, handed it over to his favourite body-builder for fitting with the best his works could produce. The result was that whatever else might be said about the British car, complimentary or otherwise, it was always an individualistic production. It was the exception, rather than the rule, to see two cars of the same make exactly the same in all respects, but now things are different, and it is becoming the exception to see two cars of a given make varying in any but the most insignificant of details.

I would like to come to a definite conclusion as to which of the two policies was really the better from the point of view of the owner and the manufacturer, but the more one thinks about it the more impossible does a definite conclusion appear to be. The question resolves itself ultimately into one of costs and prices. Individuality is a thing that has to be paid for. If it is absent from a given car, that car may reasonably be expected to be cheaper than one on which individuality is generously exemplified, and there is no doubt that at the present time every tendency is leading to the more and more extended practice of economy. Thus it would appear that, whether it is good or bad, individuality in car design is very much on the decline.

UNIFORM DESIGN.

If one has a model produced on a mass production basis and incorporating any novelties of design, the monotonous sameness—an inevitable result of mass production methods—is apt to be lost sight of on account of the fact that all the cars of this particular model are different from any other cars, although they are exactly like each other. For instance, the Olympia Show of November last witnessed the introduction of a 12 h.p. chassis fitted with a remarkably high efficiency engine that was produced on mass production lines. At the time of writing not more than a dozen of that particular car have actually made their appearance in the hands of the public, but if the dozen had been multiplied a hundred-fold the car would always have remained a car of individuality.

It is when one comes to the mass production car, constructed on strictly conventional lines, that the highly desirable quality of distinctiveness is most conspicuously lacking. Speaking from personal experience, I have come to the conclusion that, given a genuine mass production car, its factory of origin is of relatively minor importance. The engines in nearly every case are of the low efficiency type, and all the cars seem to hover round about 50 m.p.h. as their maximum speed; while, remarkably enough, the resemblance is in some cases carried so far as to necessitate a change down in gear ratio at almost precisely the same spot on a given hill, and this, be it noted, more or less irrespective of the size of the engine fitted. There are certain principles in car design that have to be satisfied, and the result appears to be that a definite power to weight ratio is arrived at which the mass production expert lacks either time or inclination to alter.

DIFFERENCE ON ROAD.

As soon as one gets in a car from which all suggestion of mass production principle in construction is absent, one inevitably and immediately notices a difference in performance. It cannot be described more satisfactorily than by the single word, "individuality." Even if a uniformly high standard of excellence is maintained the cars seem to bear the same relation to the genuine mass production car as the racehorse to the ordinary hack.

Personally, I favour the maintenance of individuality and the provision of scope for the exercise of personal pride in one's car. It remains to be seen whether this desire, which is quite widespread among British motorists and among connoisseurs the world over, will have to give way to the ever-pressing need for economy which will mean only the wealthiest of motorists will be able to afford the indulgence of their desire for a car that displays a character of its own and allows its owner to do the same.

W. H. J.

OLYMPIA STAND 61

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SINCE the war the economic advantages of the standard-production system have been applied even to the manufacture of best-class cars—and by no company more successfully than by Vauxhall Motors Limited, who could start on the basis of four years' war-time car-building experience. The result is that at £1,050 for the chassis, and £1,450 for the complete car, the 25h.p. Vauxhall is the best value obtainable in high-grade motor vehicles.

IMPORTANT—The Vauxhall Company does not bring out "new models" at fixed periods. Improvements are made continuously. The cars now being delivered do not differ from those which will be exhibited at the Olympia Motor Show. Price and pattern will be the same then as now. The new prices will indeed apply throughout to the 1921 seasonal output, if there be no serious hindrance to production.

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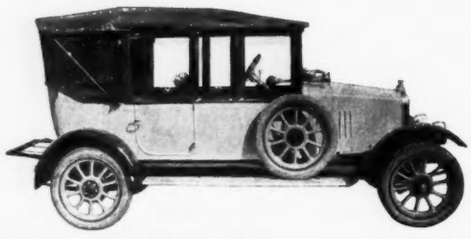
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27 Old Bond St. London. W. *Telephone Gerrard 4171.*

COUNTRY VEHICLES AT OLYMPIA

OLYMPIA HALL in London has again for a season become the home of the motor, but on this occasion, in place of carriages, the more sturdy power vehicles for public services, commerce and agriculture fill its spacious premises. Last Friday Sir Eric Geddes, the Minister of Transport, in declaring this Exhibition of Commercial Motor Vehicles open to the public, stated that the war had been "grim reliability trials" for these types of motors. On the vast majority of stands devoted to motor vehicles of commerce the visitor will find a number of tip-wagons, some constructed for the conveyance of rough goods, such as building materials, and others suitable for the agriculturist. These latter save bagging, and so serve not only as a method for rapid transport, but as economisers of labour and sacks. In the North of England one is accustomed to see coal delivered in bulk at the purchaser's doorstep from vehicles of this character and not in sacks, as is more customary down in the South. There are many of the supplies to and from a farm that can equally well be transported in this fashion, so that these various sizes of tipping wagons, that can empty their load in from 30secs. to 70secs., should prove attractive to the country visitor to the Show.

As for the market gardener, he is catered for at this Exhibition by the motor wagon with low, solid sides, on which a gate-like framework is placed in order to carry his basketed goods on the floor, and the cabbages, lettuces and other such products of the soil above them. Some of these market gardeners' motor wagons have hooped frames over them so that a tarpaulin cover can be drawn to protect the load from inclement weather; and one vehicle has even a stout top rail of this hooped framework that carries a block and falls for lifting the heavier goods to and from the wagon. These are petrol-using vehicles, as a rule, yet there are many of the steam tractors to be seen in the hall, both with wagon and with trailers for a like purpose. As for the several agricultural tractors exhibited here, they concern the agriculturist alone and do not need more than a passing reference, as the report of the Lincoln Tractor Field Trials has dealt with these, and this present Exhibition permits those who could not examine them thoroughly at the time of those field trials to take this opportunity the Society of Motor Manufacturers and Traders affords at Olympia to become more closely acquainted with their mechanical details at their leisure. For the country gentleman there are the small station motor omnibuses and shooting brakes, though there are actually not a great number of these staged with the coachwork fitted for such purposes; but many of the chassis exhibited are far more suitable for this work than the ordinary pleasure car chassis usually seen with these superstructures.

The novelty of this Exhibition is that all the different types of vehicles, whether to carry 30cwt. or 6½-ton loads, are fitted with pneumatic tyres, and that, though the agricultural tractors have to be excepted from this list, even many of these have solid rubber pads or tyres fitted upon them for use when on the public highways. When one sees giant pneumatics of 40in. by 8in., and still greater wheel covers 44ins. by 10ins., fitted on such of the vehicles of commerce that are destined for carrying either passengers or goods, they must be regarded as a sign that both loads will suffer less damage or inconvenience in transit and that our commerce road transporters are preparing to increase the speed of their journeyings. It is well, therefore, to have the assurance of the Minister of Transport that for the development of this heavy motor vehicle industry they require (1) good roads, (2) prudent regulations and (3) wise development, and that his department of the Government were endeavouring to draft legislation and regulations which would not be restrictive, yet having regard to the rights of all the public.

CORRESPONDENCE.

The Liability of Road Repairers.

SIR,—The letter and photograph appearing on page XC of COUNTRY LIFE (October 2nd) on the negligence of county surveyors in leaving unrolled stones exposed at night only illustrates the condition of many roads all over the country; since the war people have become more careless in discharging their liabilities to others, and this is a case in point. My own experience lately has been equally unfortunate. During a recent night ride by cycle down the Bath Road I struck three such "obstructions" between Newbury and Devizes, the third in descending a hill near Beckhampton which succeeded in fetching me off the machine into the bank, fortunately without any injury beyond shock. Only last week I nearly broke my neck on the Great North Road at Whetstone, where the road is, and has been, in a shocking condition for months. Although I protested about it to the local district council six months ago, no action has yet been taken towards repairing it, nor will be (I presume) until a very serious accident has occurred. The trouble here is that the short section of the route from Finchley to Barnet is controlled by three different local bodies! It is useless making a complaint unless you have actually suffered some damage for which you propose claiming compensation.
—CECIL W. COOKE, C.T.C. Councillor.



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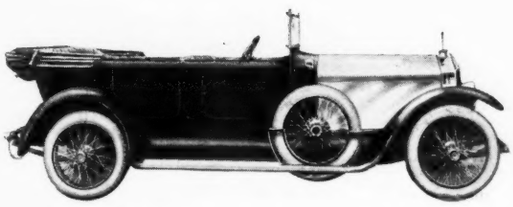


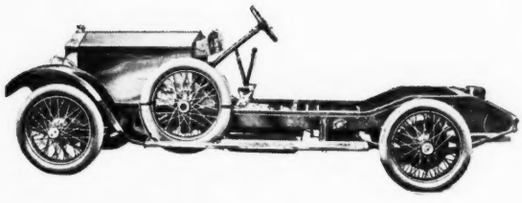
WRITE FOR THE BOOK OF THE UNIBUS.

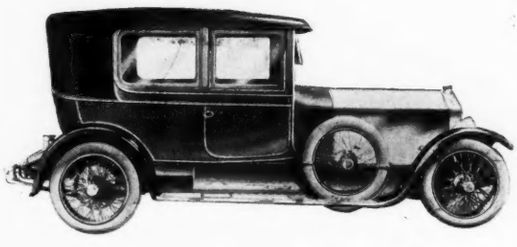
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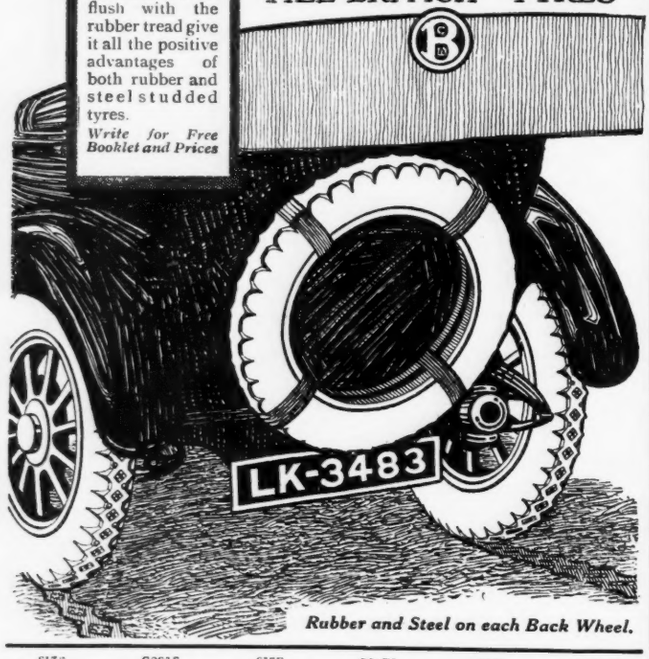
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A 9,000-ACRE FARM WITHOUT HORSES

I RECENTLY spent a couple of days on an estate forming part of the extensive holding of W. Dennis and Sons, Limited. The firm, as is generally known in agricultural circles, conducts the largest and most successful farm in the British Islands, and altogether owns very nearly 20,000 acres. I chose the Nocton Hall estate for my visit, principally because I understood that it was the most progressive, and I was not disappointed. The Nocton Hall estate covers in all about 9,000 acres, of which about 3,000 is actually cultivated by Dennis. The staple crop is potatoes, but cereals and other products are grown, of course, as part of the rotational series. This estate is in charge of a progressive manager in the person of Major L. M. Webber whose keenness in investigating the merits of any new labour-saving device which is put before him as being suitable for use on the farms is only equalled by the ruthlessness with which he will scrap it in the event of the aspirations of its protagonist not being realised.

Above all, however, his particular speciality is figures, statistics, and the use he makes of them is to keep check on the ingoings and outgoings of the farm so that the most precise and accurate accounts of the costs of the various operations which are carried out on the estate are available. This circumstance lends particular interest to the following figures of cost of working, and, as no doubt the methods adopted on this estate are typical of those in use by the firm as a whole, whose success in farming on a commercial basis is almost phenomenal, they command, at the very least, respect, and will undoubtedly evoke interest and emulation as well.

AN ECONOMY OF FIVE POUNDS AN ACRE.

The principal crop of the estate, as I have stated, is potatoes, and one's interest naturally turns to this crop in investigating the methods employed. As might have been expected, up-to-date machinery is used so far as possible throughout, from the ploughing to the picking. When I paid my visit the first and last operations were going forward simultaneously. The more interesting one is the lifting and picking, since ploughing is a universal operation in connection with all crops.

Tractors, of course, provide the power for all work on the farm. When potato lifting, they haul Hoover lifters, machines which were originally made for horse haulage, and which have been overhauled by this user and made suitable for tractor use, principally by the expedient of dissembling each machine, and then reassembling it with the addition of spring washers, lock nuts, or split pins to every bolt, thus enabling the machine to withstand, without falling to pieces, the vibration inseparable from use behind tractors. One Hoover lifter is sufficient to absorb the power, on second speed, of a Fiat tractor, and the combined outfit lifts the potatoes from a field which was yielding 10 tons per acre at the rate of three and a half acres, or 35 tons, per day.

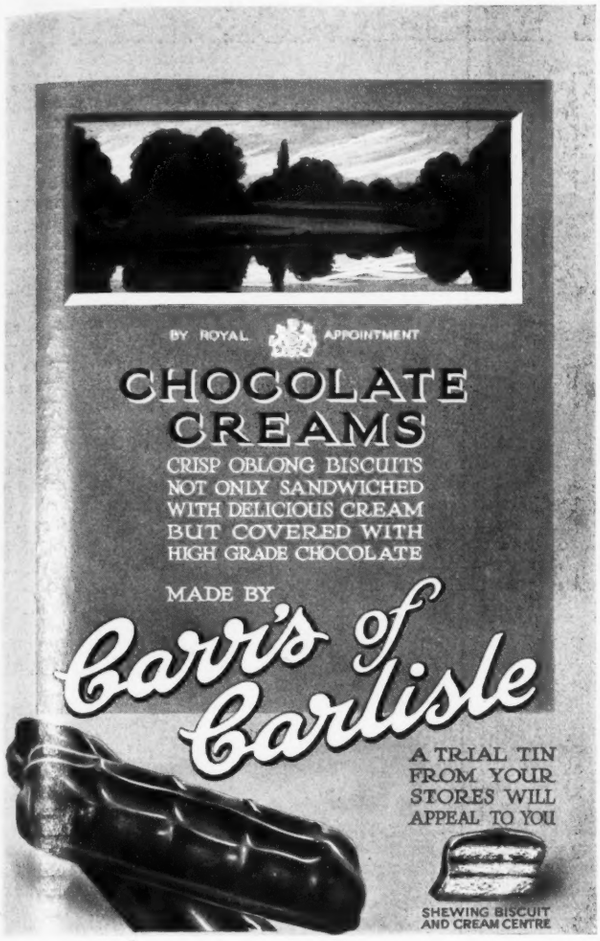
AUDITED COSTS.

The machine is quite simple in construction and use, being in the form of a flat shovel, behind which is a small elevator with horizontal slats. This delivers the plant on to the upper of a pair of shaking forks. The prongs are fairly wide apart, and allow the potatoes to slip through, retaining, however, the tops. The latter are pushed off the fork by revolving fingers, and, owing to the shape of the prongs, are deposited to the side of the ridge. The roots fall through on to a lower fork with prongs which are straight and placed more closely together than those of the upper fork.

After the field has been gone over with the Hoover it has to be harrowed, to remove the tops and expose to view potatoes which have been missed by the pickers. It is then dragged and picked over once more. The total cost of the digging is 44s. 3d. per acre; of harrowing, 3s. 9d. per acre; and of dragging, 7s. per acre. Total for the three operations, 55s. This includes the wages of the tractor-driver, but not, of course, those of the pickers and loaders. The actual economy effected by the use of tractors as against horses is stated to be £5 per acre. This saving, I need not point out, is very considerable indeed, and would justify the purchase of a tractor and digger for potato lifting alone, for, given a total acreage under potatoes of less than 150, a Fiat tractor and Hoover lifter could be bought out of the money saved in one year's cropping.

Other economies are, however, effected on practically the same scale throughout, as the following figures of costs for the different operations named will show. Ploughing costs 15s. 11½d. per acre; rolling, 3s. 8¼d. per acre; skerrying, 5s. 10d. per acre; ridging, 6s. 8¼d. per acre; leading corn, 13s. 0¼d.; reaping, 6s. 8½d.; and binding, 9s. 8½d. All these figures are extracted from the audited accounts of the company, and may therefore be taken as strictly accurate. They include proper allowance for depreciation of the plant employed, for labour and material cost of repairs, for interest on capital, and a proper proportion of overhead and management expenses. A simple comparison of the cost of ploughing as performed by horses and by tractor shows a difference in favour of the tractor of no less than 27s. 6d. per acre.

CULTOR.



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DIAMONDS AND THE EX-SERVICE MAN



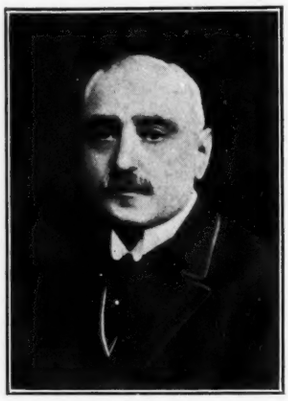
GENERAL VIEW OF THE BRIGHTON FACTORY FROM THE WEST.

THE geography of industry is an attractive subject of study. How came the diamond-polishing industry to Brighton? You thought, maybe, that that sort of work was done mostly in Amsterdam or Antwerp. So it was until about three years ago. Then Mr. Bernard Oppenheimer intervened.

The question of training Disabled Service men had for some time been seriously agitating the Government. At this stage Mr. Oppenheimer came forward with a plan. He suggested to the then Minister of Pensions, Mr. George Barnes, that a number of War-maimed Service men might very well be trained to be cutters and polishers of diamonds.

First be it said that 98 per cent. of the world's annual diamond output comes from the British Empire. Before the war, stones to the value of about nine million sterling were brought every year into this country in their positive state of roughness and sent abroad to be cut and polished. In this way it is estimated that between two and three million pounds a year went out of Great Britain in wages.

Why, argued Mr. Oppenheimer, should not British labour be made capable of doing the work that had hitherto been placed abroad? In pressing this argument, he was certainly up against a fairly tough proposition. Trade prejudice dies hard, and diamond merchants had got into the habit of thinking that only in Amsterdam or in Antwerp could stones be properly cut and polished. It was said, too, that it would take many years of training to convert a man into a skilled polisher. Mr. Oppenheimer knew better.



MR. BERNARD OPPENHEIMER.

The scheme, therefore, was laid before the Ministry of Pensions. Both Mr. Barnes, the Minister, and Major Mitchell, the Director of Training, were exceedingly sympathetic, and their early encouragement went far to ensure for the plan the success it finally achieved. Nevertheless, the early stages were fraught with difficulties and obstructions. When it was sought to make a beginning by equipping certain training institutions in London with machinery and instructors, and thus setting up regular classes for recruits to the diamond industry, the authorities of these Institutions threw up their hands and declared the scheme to be impracticable.

Cold-shouldered by London, Mr. Oppenheimer cast about in other directions, and at last came in touch with Dr. Beckit Burnie, Principal of the Brighton Technical College, who accepted with alacrity the offer rejected by the metropolitan institutions. It was in the summer of 1917 that the first fruits of the scheme became visible in the establishment of a small plant within the College walls. And thus it was that the diamond industry came to Brighton. Very soon the infant project outgrew its nursery, and moved into more commodious quarters—not, however, forsaking its native town. An old laundry building was taken and converted into a nucleus of a factory. Additional premises were then tacked on, and in April, 1918, the machinery first began to sing in its permanent home, and Dr. Burnie was installed as General Manager.

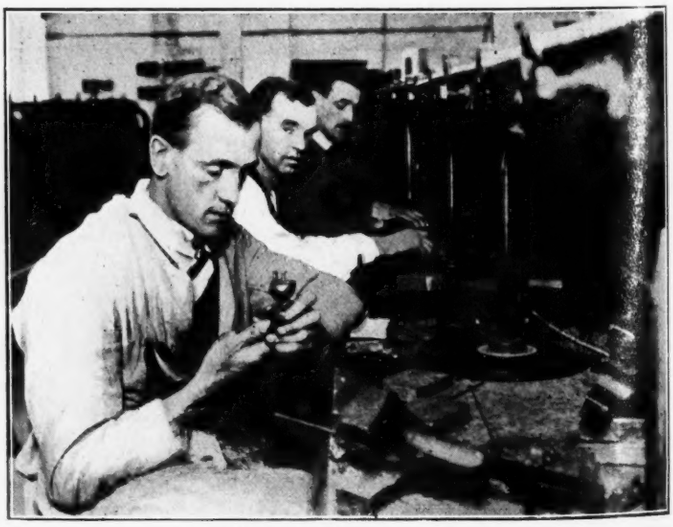
And still the venture grew. Early in 1919 a second block of buildings was opened, and by the summer of this year a third factory, the largest of them all, had been added. When it is stated that these Brighton works contain 1,500 mills, and when fully occupied will require about 1,750 workers, some idea of the scope of the undertaking will be obtained. In addition, branch works have been opened at Cambridge, Wrexham, and Fort William, where a further 250 men can be trained. Already over 600 workers are employed, and over 90 per cent. of them are disabled warriors. It must, of course, be clearly understood that this great enterprise is not a charity as that word is popularly interpreted. Certainly it has bestowed untold benefits on some hundreds of men who have been "broken in the wars," and whose greatest joy is to feel that, despite this cruel handicap, they are still able to take their part in the work of the world. But it was conceived and carried out essentially as a business proposition, and such it has successfully proved. But, more important still from the national standpoint, by introducing into this country a new industry, which in time will increase the value of our exports by many millions a year, it is assisting to swing the pendulum of international exchange over to the right side. On all sides the excellent quality of the technical work performed at Brighton has been ungrudgingly acclaimed. It has been proved beyond all question that diamonds can be cut and polished by British hands fully as efficiently as by foreign labour. And not only that. Whereas at Amsterdam and Antwerp it is found necessary to put diamond workers through a course of from three to five years' training, at Brighton a man is normally found proficient enough to earn a wage after six months' instruction. That in itself is sufficient to justify the whole cost of the undertaking.

The employees of the Bernard Oppenheimer Works are in the first place selected from disabled applicants by the Ministry of Labour. During the initial six months' course they are paid no wages, but receive from the Ministry maintenance allowance in lieu of pension. At the end of this apprenticeship, the man resumes his pension, and he has become sufficiently skilled to warrant the firm's paying him £2 a week. From this time onward his progress is carefully recorded, for it is on his progress that every increase of his wage depends. This, no doubt, is greatly repugnant to many Trade Unionists, but, fortunately, that consideration does not matter. Nor is the Brighton enterprise harassed by objections to "dilution," such as hinder the employment of ex-Service men in other industries. The scheme works fairly enough and gives satisfaction to all parties. Six months after his training has been completed, the worker earns on an average between £2 15s. and £3 a week. At the end of another year he is averaging over £5.

Of the rapidity and thoroughness with which the men master their new trade, a striking illustration may be given. One of the present instructors at Brighton is actually a man who started there as an unskilled apprentice. He is an ex-soldier who lost both legs in the war. That, by the way, is the commonest form of disability among the employees.

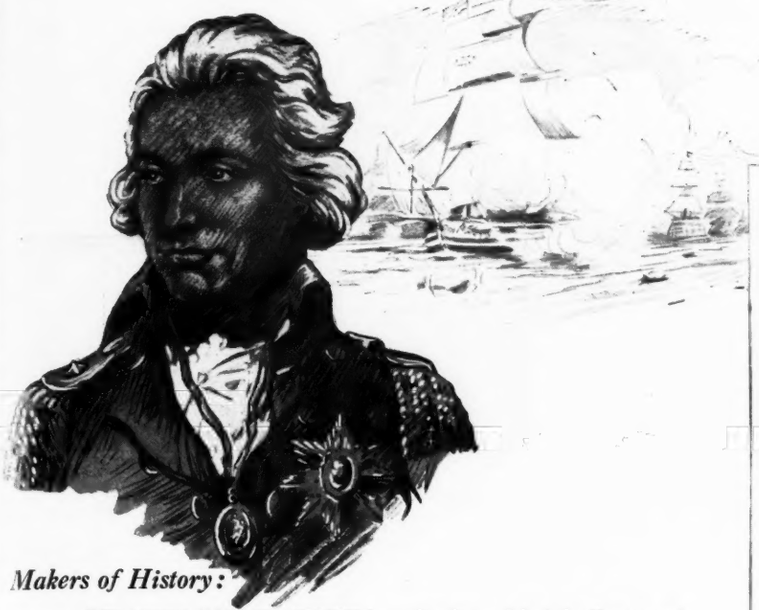
One of the features of the Brighton works (which, erected and equipped at a cost of £350,000, are models of their kind) is the medical department. A large proportion of the men, some of whom came straight out of hospital to their training, need treatment several times a week, and much time is saved by providing it on the premises. In every other conceivable way the well-being and comfort of the employees is assiduously studied, and probably there is no more cheerful and contented band of workers in existence than these men on whom the war has left so terrible a mark.

Last year the sale of diamonds polished in the Bernard Oppenheimer Works realised close upon a million and a half sterling; the figure for this year will undoubtedly be very much greater. That is a fairly good beginning, but it is only a beginning. On this success the British worker is to be congratulated no less than Mr. Oppenheimer himself. It cannot be too strongly insisted upon that, if it had not been for the high quality of the output, the scheme must necessarily have been written down a failure. But British pluck and grit have triumphed, and the diamond industry in this country has been assured a future for which "brilliant" is obviously the only appropriate word.



A DIAMOND POLISHER AT WORK.

NELSON



Makers of History:

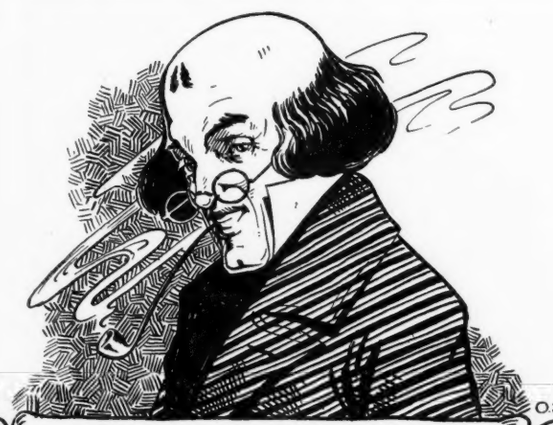
VISCOUNT HORATIO NELSON. 1758—1805. Joined the Navy at early age. After shattering the Spanish Fleet at St. Vincent, followed by utterly routing the French at Aboukir in 1798, Nelson achieved his famous Trafalgar Victory on October 21st, 1805—but the price was great, Nelson being mortally wounded. His body lies in St. Paul's Cathedral, and the lofty "Nelson Monument" in Trafalgar Square inadequately expresses the admiration all Britishers feel for his gallantry and devotion to duty.

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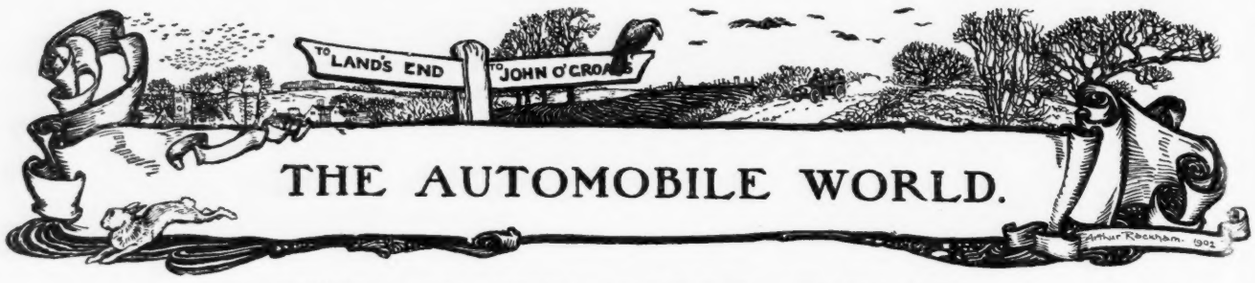
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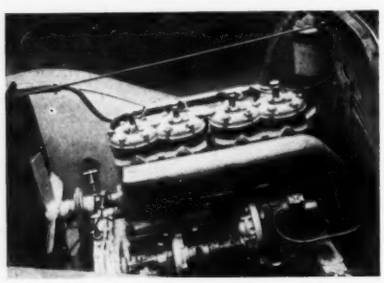
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THE 20 H.P. MORS CHASSIS

AFTER our inspection of the Mors chassis and a very brief test of the car on the road, we feel safe in promising readers a pleasure a little more than ordinary, if their experience of the car should be the same as ours after our anticipated extended road test. The Mors is no ordinary car, and if its engine is a four-cylinder, it is one that obviously promises a performance and satisfaction to the owner that few cars of any type would be able to excel and still fewer four-cylinders equal. The Mors Silent Knight sleeve valve engine is, of course, employed, but although the engine makes or mars the



NEAR SIDE VIEW OF THE MORS ENGINE.

Showing the water pump and dynamo with their single drive.

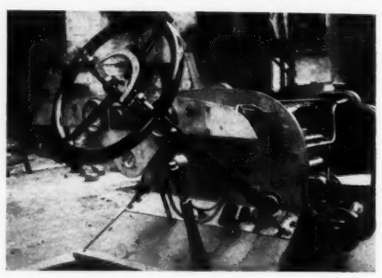
car, the general construction of the chassis is a by no means unimportant factor, and it is the detail work of the Mors chassis that to us appears its main attraction. Throughout it is the very embodiment of solidity and substantiality, and combined with these desirable features are the French characteristics, or what we regard as French characteristics, of careful detail, design and workmanship. The Mors is indeed interesting in connection with the stories that we hear of French labour difficulties, for if the manufacturers of this car have had any serious labour troubles in their factories, they must have manifested an almost uncanny power in overcoming them.

From an inspection of the chassis we should have thought that it was heavy, and perhaps too heavy, for the engine with which it is fitted, the bore and stroke being 90mm. by 130mm. and the R.A.C. rating 20 h.p. At 1,550 r.p.m. the engine, however, gives out 36 b.h.p. approximating to 50 at 2,100, this being the maximum. As we have said, our full road test of the car has yet to come, but from the short run that we have enjoyed we feel safe in asserting that the engine is more than up to any calls that are likely to be made upon it. When a heavy chassis fitted with a substantial touring body will justify its salesmen in claiming 60 m.p.h. when they know that at any time they may be called upon to prove their claims, there cannot be much the matter with the power to weight ratio of the subject of their enthusiasm, and Messrs. Malcolm Campbell and Co., Limited, of Albemarle Street, who are concessionaires for the car, are filled with the most infectious enthusiasm for it, even with their experience of fast motors.

The four cylinders are cast in pairs and have a separate head each, so that decarbonisation is rendered as simple as is possible. Also connected with the design of the head is a feature through which a considerable increase in engine efficiency is claimed, namely, the sparking plugs are situated in the centre—undoubtedly a good position and, in the opinion of many experts, the ideal position.

The crank-shaft, which is elaborately balanced, is of generous dimensions, and is carried in three bearings which, like all the internal working parts of the engine, are lubricated under pressure by a pump carried in the sump and communicating with a tell-tale on the dash, which, incidentally, in future models is to be replaced by the ordinary pressure gauge. The cam-shaft, if one may so describe the shaft that operates the sleeves, is driven by silent chain from the crank-shaft, as also is the drive for the magneto and water pump spindles, the former of these components being mounted on the off side of the engine and the latter on the near side, and having an extension of its spindle which provides also the dynamo drive. Carburation is by Zenith carburettor belted on the off side of the engine and having its somewhat long induction pipe well water-jacketed. Fuel is fed to the carburettor from a main tank situated at the rear of the chassis by the vacuum system, the auxiliary tank being clearly shown in the illustrations of the engine side of the dash.

Cooling of the engine is by pump circulated water, the pump, as stated, being situated on the near side of the engine and driven by the same chain that drives the cam-shaft. The cooling fan mounted in an eccentric bracket was on the car that we inspected driven by a round leather belt from the ordinary pulley mounted on a forward extension of the

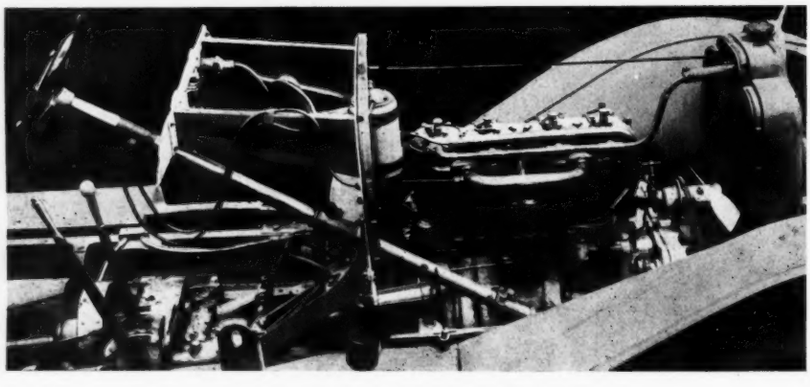


THE STEERING WHEEL AND CONTROLS OF THE NEW MODEL MORS.

crank-shaft, and the radiator is of more than normal capacity.

The clutch embodied in the flywheel is a characteristic Mors feature. It is of the external contracting band type, a fabric line band contracting on a drum contained inside the flywheel. The operation is remarkably light and the engagement equally smooth, but the special advantage of the design lies in its simplicity and accessibility. The clutch pedal, together with those operating the accelerator and brake, is carried on an extension of the gear-box casing, the gear-box itself being carried on an entirely separate subframe suspended from two chassis cross members, and it provides four forward speeds and reverse, as well as incorporating the speedometer drive. The gear lever is like the clutch pedal mounted entirely on the gear-box, although it is brought to the driver's right hand, so that difficulties likely to arise from chassis distortion in the way of binding or sticking gear levers are obviated.

Immediately behind the gear-box is the foot brake, which is of the external contracting type and is usually powerful in action. Next to the foot brake comes the first of the universal joints in the propeller shaft, this one being of the sliding block type encased in a leather cover. The propeller shaft itself is unenclosed, and takes the power through a second ring type universal joint to a full floating back axle in which, it is hardly necessary to say, the main drive is by the well known Citroen herringbone gear. When the car is loaded, crank-shaft, gear-box and propeller shaft are in a dead



OFF SIDE OF THE MORS ENGINE SEEN FROM ABOVE.

This view shows the detail of the dash and facia boards construction as well as the disposition of carburettor and magneto, etc.

NAPIER

40/50 H.P. SIX-CYLINDER MOTOR CARRIAGES

Quality and Distinction

Justify Price

THE price of the 40/50 H.P. Six-Cylinder Napier is 2,000 Guineas. Its high quality and up-to-date design and construction justify it.

It is British throughout—design, workmanship and material.

It is not a pre-War type with a few alterations, but of up-to-date design embodying principles used in the construction of the Aero Engines installed in the Three Machines awarded the Highest Prizes in the recent British Government Aircraft Competitions—the 450 H.P. Napier.

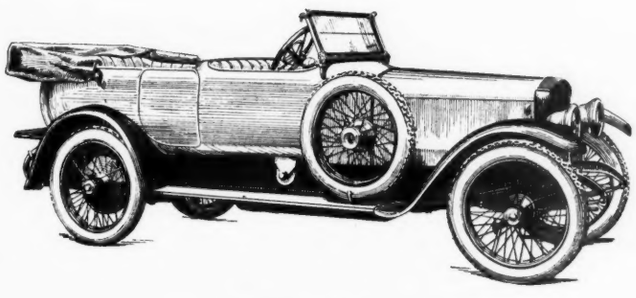
The weight to power ratio is lower than any other car of its type, giving utmost efficiency, better average speed, quicker acceleration, faster speed on hills, greater economy and comfort.

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Daimler



Chassis Prices:

Daimler "Special" 45 h.p. 6 cyl.: £1,450
"Standard Thirty" 30 h.p. 6 cyl.: £1,150
"Light Thirty" 30 h.p. 6 cyl.: £1,125

THE Daimler Company, Ltd., beg to announce that they have decided to retain their present catalogue prices on all deliveries effected until further notice.

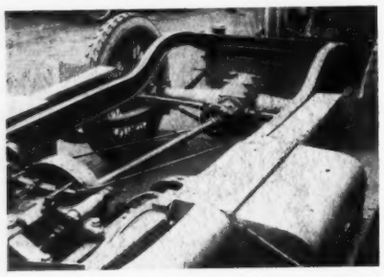
On unexecuted orders, and for further orders taken for current types, the present catalogue prices will, if required, be confirmed upon application to the Company.

A complete car of each current type will be exhibited on STAND No. 60 at OLYMPIA.

MOTOR EXHIBITION
STAND No. 60
OLYMPIA

The Daimler Company, Ltd., Daimler Works, Coventry

straight line, a very useful feature making for maximum efficiency and, incidentally, crying for imitation by many other designers. It is surprising what a large amount of power can be lost through shafts of which the universal joints have a notable



THE MORS BACK AXLE CONSTRUCTION.
Showing the rear spring attachment and also the accumulator and tool box in the valances.

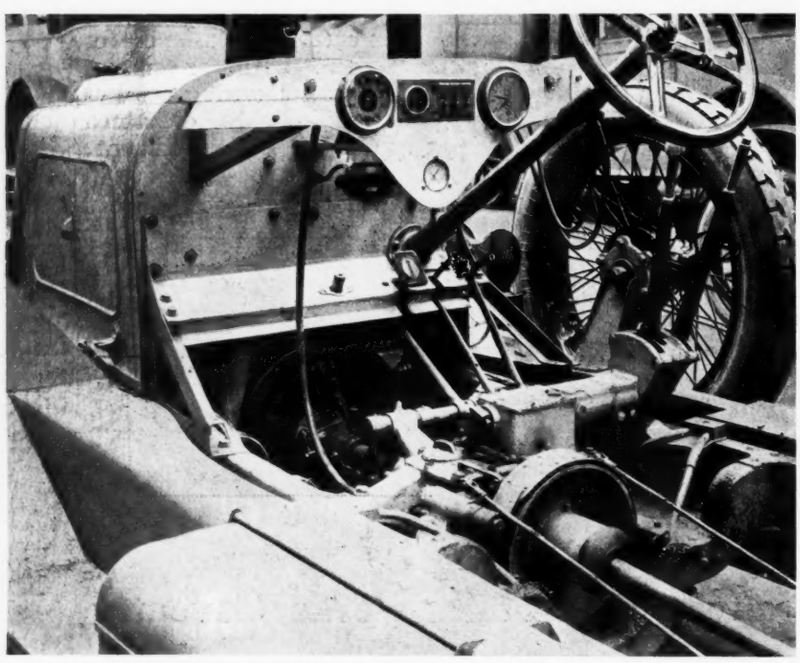
angularity, and it is even more surprising how many designers apparently make no effort to avoid this wastage. The hand brakes are of the internal expanding type operating on drums in the rear wheels, and they are fully compensated in action. It is perhaps worth adding that the back axle, although of very substantial construction throughout and particularly massive as regards the appearance of its external casing, is strengthened by tie rods.

Suspension is effected by semi-elliptic springs both in front and in rear, the latter being underslung under the axle so that the centre of gravity is brought as low as is reasonably possible—to which feature is undoubtedly attributable much of the impressive road holding qualities of the car. The suspension arrangements are completed by wire detachable wheels for 820mm. by 120mm. tyres.

Worm and sector are employed for the steering, the lubrication of this box having received special attention. Indeed, the lubrication throughout the chassis has been made a notable aim of the designer.

An interesting detail of the Mors chassis is the very substantial nature of the valances and the incorporation in them of a box on each side to carry half of the 12volt accumulators as well as the tool equipment. Thus accumulators and tools are readily accessible without previous disturbance of the passengers in the car.

The equipment of this undoubtedly excellent chassis is, of course, complete in every detail. The electric starter, it should have been mentioned, engages with teeth cut in the periphery of the flywheel in the ordinary way, and the standard equipment includes speedometer and clock as well as the lighting switchboard. As we said in our opening remarks, we regard the Mors as no ordinary chassis, and we think there is little fear of our being disappointed with its performance when we come to test the car on the road.



CLUTCH PIT, GEAR-BOX, FOOT-BRAKE AND INSTRUMENT BOARD ARE SHOWN IN THIS VIEW.
Note the mounting of the control pedals on the gear-box casing and also the clutch details.

THE INCREASE IN ROAD ACCIDENTS

IT is an unpleasant fact that needs to be faced that road accidents have very much increased in number this summer. An accident in which a motor car or motor cycle is involved is inevitably, according to the usual reports that are published, the fault of the driver or rider; even when, as has happened on more than one occasion, the accident has been obviously due to the driver's efforts to avoid cattle or a horse-drawn vehicle, the report often gives all the credit for the disaster to the motor driver. It is with this animal aspect of accidents that we are now concerning ourselves. It is surely time that something was done to prevent the promiscuous grazing of horses and cattle on the roadsides without anyone to look after them, as may be seen all over the country at the present time. One of the latest fatal accidents to be chronicled was due to the effort of a rider of a motor cycle to avoid a horse that galloped out of a field through an open gate immediately in front of him. Successful in avoiding the horse, the rider ran into a telegraph pole, with fatal results to himself and injury to his sidecar passenger. In the report of the accident there is, however, not the slightest suggestion that the owner of the horse or the owner of the open gate should be held in any way responsible for the disaster.

Recently, when testing a car, we were proceeding along a semi-country lane and noticed a man and woman with a perambulator standing on the footpath on the far side of an open gate. Just as we drew level with the gate there emerged from it half a dozen cows, which we avoided with considerable difficulty that would have meant danger to other occupants of the road if there had been any at the time. Although the man and the woman could obviously see the cows and were waiting for them to emerge, they never gave us the slightest indication as we approached of what was in store for us, and yet, had an accident occurred, there is not the slightest doubt that in any court of law we would have been held responsible and not the drover of the cattle who sent them from the field on to the road without previously making sure that the latter was clear, or without posting anyone by the gate to give warning to approaching traffic.

The limit in such dangers as these is to be found in the more remote parts of the country, as is perhaps somewhat natural, and as was most ably illustrated in a recent article by a contributor, Mr. B. H. Davies. In the Isle of Wight, for instance, which abounds with narrow, winding lanes, one may count on finding round every corner that one takes, a horse-drawn vehicle, with a driver exhibiting a completely blank gaze on the wrong side of the road and utterly indifferent to the possibility that other vehicular traffic may be present On one occasion during a recent trip round the Island we had succeeded, after much horn blowing, in persuading the driver of a wagonette to draw in to his proper side, but as we were on the point of passing him another car approached and we had to hang behind. It was just as we were opening out to pass the wagonette after the other car had gone by that the utter ignorance and incompetence of many of the drivers of these vehicles was brought home to us. It was on as light up-grade, and just as our car was opening out behind it the wagonette began to run backwards. It was only by a lightning and really risky swerve that we avoided a bad collision. As it was, the iron tyre of the off rear wheel of the wagonette damaged a spare petrol can on our near side running board. As if this were not bad enough, and as though he realised that he had not quite convinced us of his hopeless inefficiency, the driver as we passed him was displaying a broad grin. If an accident had occurred, we have no doubt that we, as the driver of a mechanically propelled vehicle, would have been held responsible.

It is fortunate that we do not all live in Merioneth, for a typical councillor of that county has been giving it as his opinion that some drivers of motor cars ought to be shot. Whether he intends to put his ideas into practical effect he does not go so far as to state, but apparently he feels that if he does so he will be perfectly safe from the law - in his own county at least. It is time that local authorities in even the most remote parts of the country came to realise that things have changed during the last twenty or thirty years and that the new road traffic has come to stay and that it is up to the whole community to adapt itself to the new conditions. Naturally progress in this direction, as in most others, is slow, and we can but remember that it is barely a year ago that motorists were warned of the danger they ran in the New Forest through the ponies straying on to the road. Gipsies are another road nuisance, and their encampments on the roadside at night, with untethered horses, are a real danger, especially in the home counties, but the authorities seem seldom anxious to take action to remove a potential cause of fatalities.

Excessive Air Pressures Are Not Required For Royal Cord Tyres

Dominion Tyres are Made in Canada.

With fabric tyres and many classes of cords high pressures are insisted upon. Such tyres cannot be expected to give satisfactory service otherwise. Their construction demands at least 20 lbs. pressure to the inch.

Which means that riding ease and comfort must be largely dispensed with—especially where heavy cars are concerned.

In building Dominion Royal Cords our engineers found a way out of this difficulty—evolved a type that requires but 18 lbs. to the inch—that makes *everyday* driving luxuriously comfortable.

And they did more than that, they contrived that the actual air space allowed in Dominion Royal Cords is a full half inch greater in all sizes than that provided by fabric tyres—positively guaranteeing extra mileage.

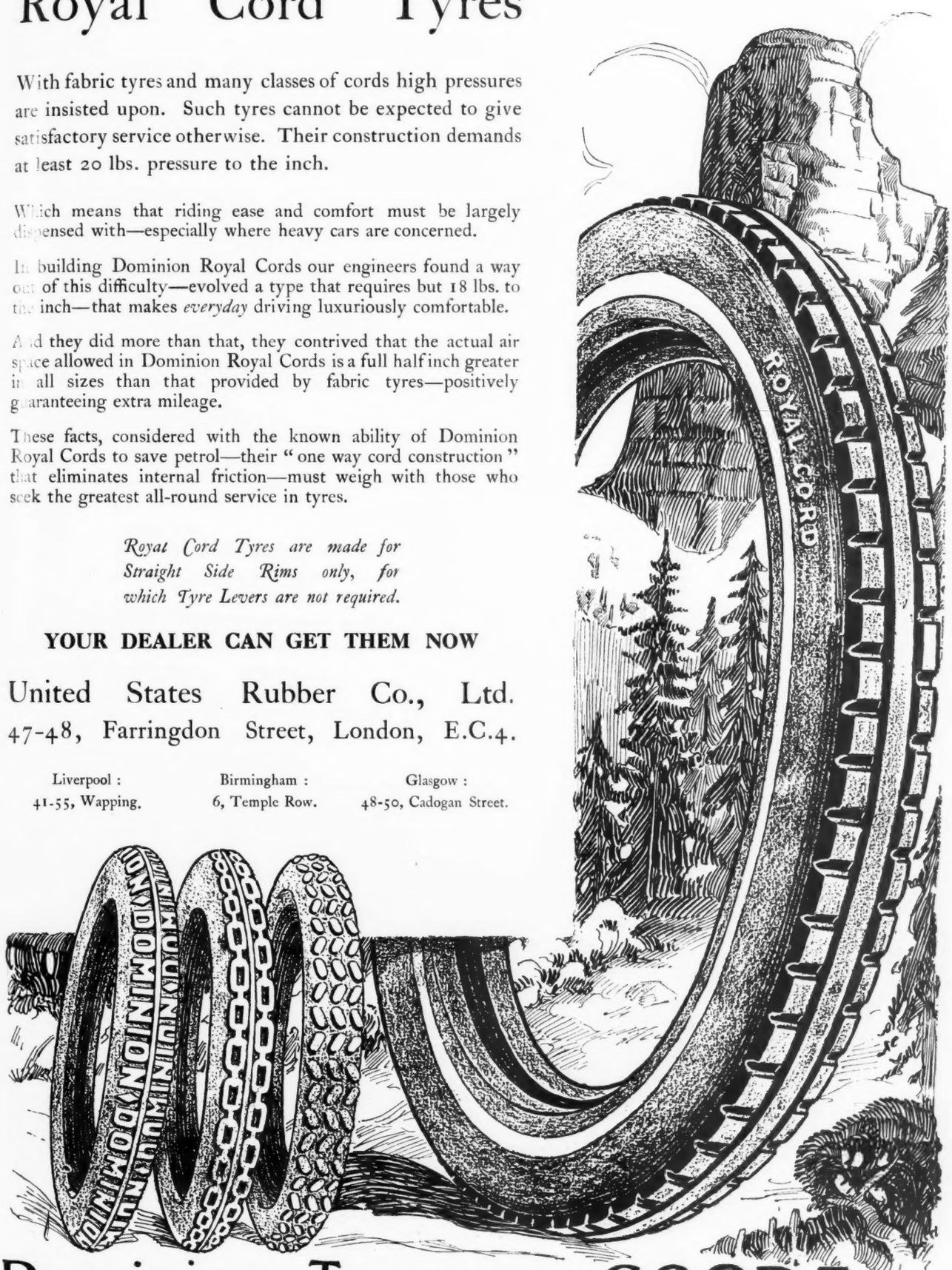
These facts, considered with the known ability of Dominion Royal Cords to save petrol—their "one way cord construction" that eliminates internal friction—must weigh with those who seek the greatest all-round service in tyres.

Royat Cord Tyres are made for Straight Side Rims only, for which Tyre Levers are not required.

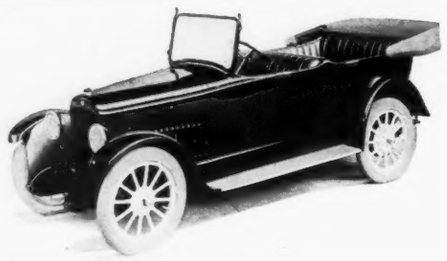
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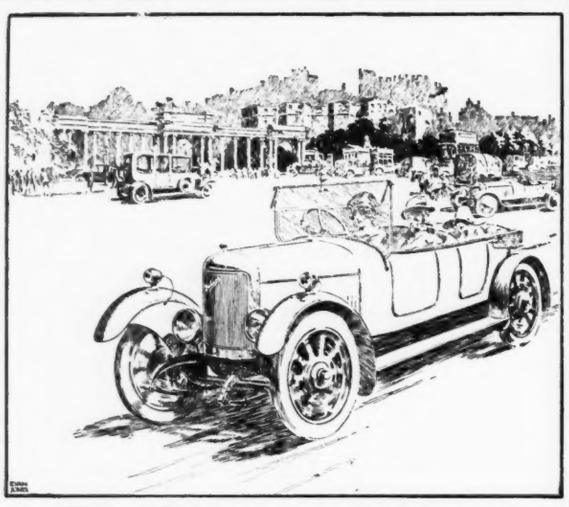
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The Opinion of Users.—2.

A tribute from Leeds: "I have just returned from a long tour through the South of England. You will be interested to know that the famous stretch of the North Devon coast, from Ilfracombe to Minehead, was negotiated with ease (3 up and luggage). The car has run like a clock—no trouble—not even a puncture."

Extract from a London letter: "I must say the car is very flexible and accelerates very well on top gear. I found an open stretch of road on Sunday and let her go. I did easily 51 on top."

The satisfaction of a Stockport owner: "Up to now she is a 'Peach' and travels faster than the driver wants her to."

The Belsize 15 Four-Seater

Illustrated Catalogue No 330, with Specifications, Illustrations and prices, free on request.

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London: The Belsize London Agency, Ltd., 2-3 Duke St., St. James's, S.W.1.
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BELSIZE
MOTOR CARRIAGES FOR 1920

THE VULCAN COMMERCIAL VEHICLE

THE Vulcan 20 h.p. commercial vehicle, with a carrying capacity of 30cwt. to 40cwt., recently gave a very interesting demonstration of its capabilities. The chassis has undergone a considerable modification in design to suit it specially for overseas use, which means that it has been generally strengthened, so that it is likely to give a better performance on bad roads than a vehicle constructed only for good surfaces. The changes are two, and are both connected with the back axle. The first is an arrangement for locking the differential and so improve the capacity of the vehicle for negotiating soft surfaces, and the second is the fitting of an unusually efficient brake. The locking mechanism is operated by turning a nut on the hub cap, obviously a very simple operation, and unlocking is effected by a similar operation carried out in the reverse direction. The new brake operates on the rear wheel drums, no less than 26ins. in diameter, and the shoes are 2½ins. in width, which affords a braking surface of extraordinary power. Also strakes for fitting to the rear wheels are provided in two semi-circular segments.

The demonstration consisted of the hauling by a standard lorry, carrying a load of about 35cwt., of a similar chassis equipped with a char-à-bancs body that was fully occupied (eighteen passengers). After a trip to Fitzjohn's Avenue, Hampstead, in the char-à-bancs running under its own power, which gave the occupants a vivid impression of the comfort provided by the vehicle, the char-à-bancs was hitched to the lorry by a tow rope and was then pulled up Fitzjohn's Avenue, a long, gradual ascent having a steep gradient of one in twelve. The ascent was made in excellent fashion, and there was not the slightest sign of distress from the towing vehicle. Afterwards a visit was made to the famous London test hill, Netherhall Gardens, and here the lorry repeated and improved upon its previous performance by towing the char-à-bancs up a one-in-five gradient having a sharp left-hand turn in the middle. Turning at the summit, the char-à-bancs descended under its own power and was pulled up in the middle of the steepest part to demonstrate the efficiency of the new brakes.

The tests were carried through without a hitch, and all who were present were very much impressed by the astonishingly high reserve of power of the comparatively small 20 h.p. engine. Also to many of us it was our first trip in a char-à-bancs and, speaking for ourselves, we must say that we were very pleasantly surprised with the comfort afforded. The Vulcan is not one of the huge modern road monsters about which we hear so much, and we feel sure that if all motor coaches were limited in size to the Vulcan dimensions we should hear much less about the new road nuisance.

PETROL PRICES

Result of Coventry's Efforts.

A RECENT deputation to the Mayor of Coventry on the subject of motor spirit, organised by the Coventry Branch of the Automobile Association, appears likely to have far-reaching effects. Not only was the resolution calling upon the Government for immediate action approved of by the Mayor, but it was afterwards brought by him before the City Council and unanimously passed by them, and, on the proposition of the Mayor, it was decided that copies of the resolution be sent to all other Councils requesting their support. But this is not all. At the last meeting of the Coventry Chamber of Commerce it was decided to adopt a resolution, couched in similar terms to that submitted by the A.A. deputation, and that this should be sent to all Chambers of Commerce for endorsement. Thus, as a result of Coventry's efforts, every Council and every Chamber of Commerce in the country have had the vital matter of motor fuel brought under their immediate notice and have been asked to press the Government for immediate help. Is the recent fall of 3d. in the price of petrol attributable in any way to Coventry's action? One cannot say, but "every little helps," and Coventry is certainly to be congratulated on the energetic manner in which it has tackled the motor fuel question.

ITEMS.

The Overland Coupé.—The price of the Overland coupé was recently incorrectly given in an advertisement as £725. This is £25 in excess of the actual price of this vehicle fully equipped and ready for the road.

B.M.T. Oils.—In a letter to the British Motor Trading Corporation, Limited, Mr. H. Woods of Queen Street Garage, Emsworth, Hants, states that he has obtained 100 more miles per gallon from B.M.T. light oil on his Ford vans than from any other lubricant he has ever used.

Dunlops in France.—The Dunlop Company is to be congratulated upon the splendid successes which attended tyres of their manufacture in the recent Grand Prix de L'A.C.O. (Circuit du Mans). The winners in all three of the motor cycle categories and in the cyclecar class were on Dunlop tyres, while the Dunlop Cup, aptly enough, was also secured by the rider of a Dunlop-tyred machine.

The Car with no weakness to hide!

"The spring at the rear of the steering rod of my 1907 Hotchkiss has broken. This is one of the few mishaps in 150,000 miles. Still going strong. How are the post-war Hotchkiss cars—price, delivery, design and quality of material and work? One hears nothing but complaints of some modern cars."

Extract from letter received 7/9/20

The new model is fitted with Cantilever springs, and is of improved design giving great comfort. The specially selected material and the expert workmanship for which the Hotchkiss Company is world famed—in Car Construction as well as Gun Manufacture—remain the same, ensuring the same high powers of endurance which are characteristic of the pre-war models.

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A few districts are still open—we invite well-established firms who are interested in a first-class proposition to communicate with us.

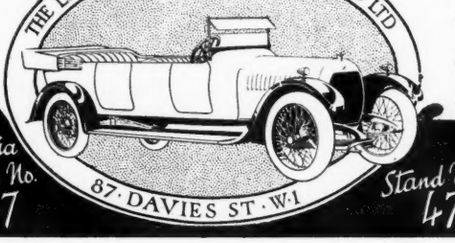
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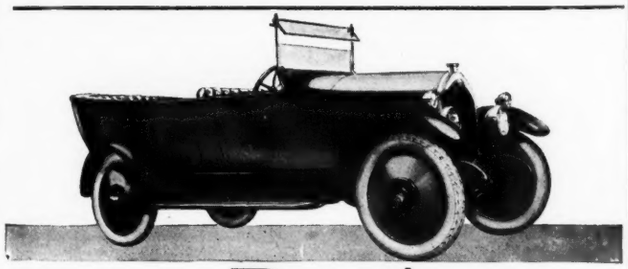
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The Ruston-Hornsby is emphatically a car for those who want "motoring without tears"—a car that costs as little to buy and run as a medium power car can possibly cost.

PROMPT DELIVERY of the car complete with 4/5 seated body **£695**

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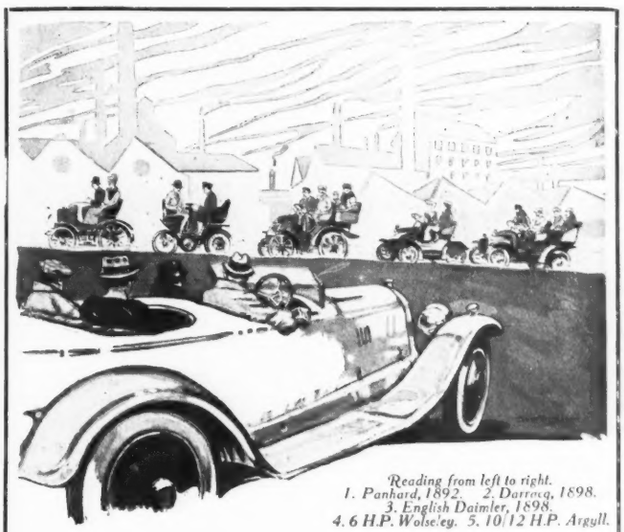
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STAND **18** OLYMPIA



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1. Panhard, 1892. 2. Darracq, 1898.
3. English Daimler, 1898.
4. 6 H.P. Wolseley. 5. 10/12 H.P. Argyll.

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LOOKING back into the history of automobilism one realises the lavish amount of brains, capital, and enthusiasm that has been expended on developing the motor car to its present-day state of efficiency.

Insurance, too, has played a helpful part. In this sphere the Motor Union Insurance Co., Ltd., has been responsible for developments no less progressive than the work of the great designing engineers who made motoring possible. Many years ago the Motor Union Insurance Company took the lead in motor car insurance, a lead which, by reason of their comprehensive and generous policies, their prompt settlements and businesslike methods, has not only been maintained but enormously increased.

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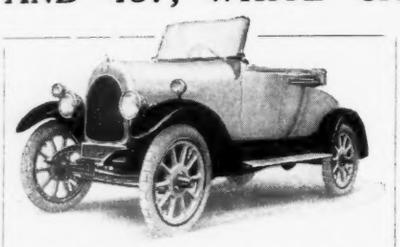
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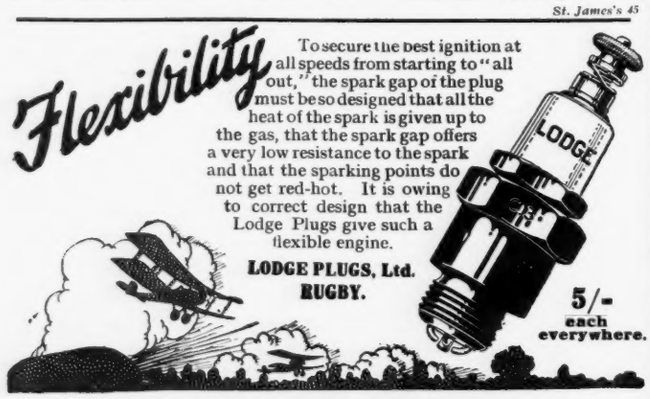
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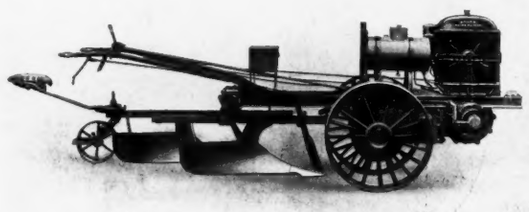
Godbolds

ABOUT BRITISH TRACTORS

VIII.—THE WYLES.

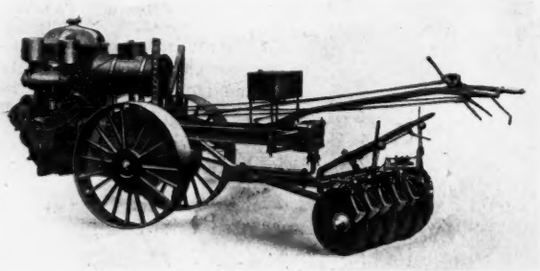
READERS will have observed, no doubt, that I have not discussed these tractors according to any settled plan. The order in which I have taken them has been most casual, depending neither upon the class of the tractor, its merit, or even upon the alphabetical order of the initial of its name. Had there been anything of this kind had I, for example, dealt with them according to the time when they first appeared upon the market, I should then have had to consider the Wyles very early in the series; it would, in fact, have been one of the first, just as, if the order had been alphabetical, I should not have been able to reach it for quite a long time. As a matter of fact the word "tractor" is a misnomer in connection with this machine. Mr. Wyles calls it a motor plough, and, although, at a pinch, it could be used for hauling a light trailer, it is not, as are most other machines, particularly designed to facilitate its use for that operation.

Although it has appeared, and done itself considerable credit, in various public demonstrations, such as the two Scottish trials of 1915 and 1917, many will have noted its absence from the Lincoln trials of last year and this year, and in view of



THE STANDARD MOTOR PLOUGH WITH TWO-FURROW IMPLEMENT.

the importance of these two events special significance has been attached by many people to the fact of its absence. It is, therefore, important to state that the real reason is that the makers did not consider that it had any real place as a competitor in either of these two events, which were obviously designed to test the capacities of farm tractors. The Wyles is not meant as a machine for use on the average farm; it has not sufficient power for that purpose; its design has developed, particularly of late years, on lines which render it more particularly suitable for use by market gardeners and fruit growers. It is a self-contained machine, similar in general appearance to the Fowler, which was originally built to Mr. Wyles' patents, and the Crawley, which is admittedly similar, but of considerably greater power. The Wyles has a two-cylinder engine of 12 h.p., the cylinders having bore and stroke of 5½ins. and 6ins. respectively. There is a two-speed gear-box, and the final transmission to the two road wheels is by cut steel pinions and gears. All the mechanism, including a petrol tank, and the usual accessories, is mounted on a channel steel frame, which terminates at the rear in a bracket which serves partly to support one or other of the several implements which



A DISC-HARROW WITH OPERATING HANDLE ARRANGED AT LOW LEVEL TO PERMIT CULTIVATION UNDER FRUIT TREE BRANCHES.

may be used with this machine. When ploughing, the implement used is a light, two-furrow one, which is supported at the rear by a small trailing wheel, the height of which is adjustable to allow of different depths of furrow.

An outstanding feature of the design is the lifting gear for the driving wheels. In view of the intention to develop this machine for fruit growers and market gardeners use, it is essential that the overall width of the power unit itself should be small. With the ordinary arrangement of wheels it is, on the other



THE DELAGE CARS AT THE OLYMPIA SHOW

Stand No. 34.

SIX-CYLINDER CHASSIS
Price (in Paris) - **54,000** Frs.

FOUR-CYLINDER CHASSIS
Price (in Paris) - **35,800** Frs.

QUICK DELIVERIES

A few cars, ready for the road and fitted with different type Bodies, always ready for immediate delivery.

Town, touring and sporting Bodies, of superb coachwork, in stock, available for fitting to the chassis at a moment's notice.

DELAGE & Cie.,
140, AVENUE DES CHAMPS ELYSÉES,
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Agents in London:
London & Parisian Motor Co., Ltd.,
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WYLES MOTOR PLOUGHS, Ltd.

5, Carr Street, Manchester

invite attention to their Motor Ploughs which are specially designed for fruit plantations, gardens and small fields. Suitably equipped, the Wyles Motor will plough and cultivate under trees and between bushes.

¶ They can be fitted with cultivators 7 ft. wide and only 12 in. high to work under the lowest branches, or they can be fitted with Ploughs to work both sides of the Motor.

¶ We invite correspondence and shall be pleased to advise without any obligation on your part.

Price £250 complete with ploughs

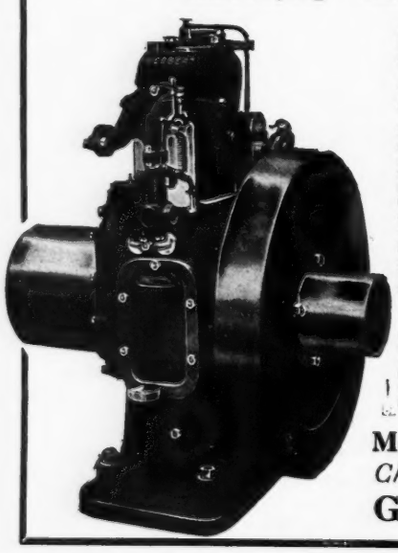
(including a visit of instructor)

The highest efficiency yet obtained in petrol engines

This new engine—designed by Mr. H. R. Ricardo and built by Mark Webber, Ltd.—offers unique advantages for driving Dynamos for Country House Lighting, for Pumping and General Farm Use. It marks a new record in fuel economy—runs without attention — and is the least liable to wear and damage.

The 'WEBBER' 5-9 h.p. Engine

Embodying Ricardo Patents



Uses only '6 pint of petrol per h.p. per hour. The best other engines average '75 pint, many 1 pint. Thus the "Webber" saves 25 to 150 pints per 60 hour week. Paraffin consumption '68 pint per b.h.p. hour.

Speed is governed automatically irrespective of load. Apart from starting and stopping and filling tanks the ordinary attention required is oiling-up once in 60 hours.

The "Automobile Engineer," March, 1920, reports that after a 1,000 hours running test (about five years wear for country house lighting) no repairs or replacements were necessary.

Write for Booklet "G" on this remarkable engine.

"Webber" Portable Farm Engines. "Webber" 10-18h.p. Stationary and Marine Engines and Electric Lighting Sets are now available.

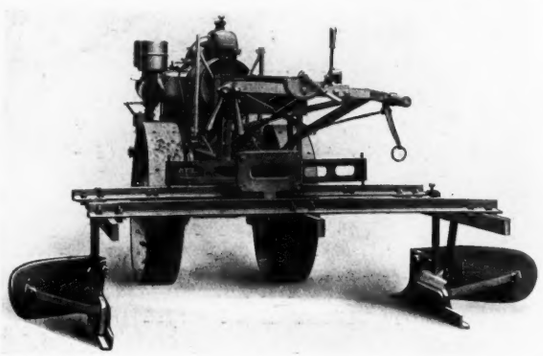
"Webber" Engines are British built by an entirely British owned and controlled Company.

Mark Webber, Ltd.
Church Acre Works
GUILDFORD

hand, necessary, if the machine is not to overturn, that the wheel track should be comparatively wide so as to allow one wheel to run at the bottom of the furrow while the other is on the land. To reconcile these conflicting requirements, Mr. Wyles has fitted his motor plough with an engine-operated lifting gear, whereby the relative heights of the two wheels may be varied to any reasonable extent, allowing one wheel to run in the bottom of the furrow and the other on the top of the land, while the machine itself maintains an even keel.

The drive of both road wheels is by independent clutches, which allow of one wheel only being driven when turning at the headlands. With a man walking at the rear and manœuvring these clutches it is possible to turn the machine round on one wheel only and execute this operation in a headland little more than 4yds. wide.

Not a little of the interest in a Wyles motor plough lies in the different implements which can be attached to it, and these again have been designed to further the general idea of making it suitable for use under fruit trees and in comparatively confined spaces. One of these implements is a two-share plough, balanced above a wide horizontal framework, which allows one share on



THE WYLES MOTOR PLOUGH FITTED WITH SPECIAL PLOUGHS, BY MEANS OF WHICH THE GROUND UNDER OVER-HANGING LOW BUSHES MAY BE TILLED.

each side to project well beyond the limits of the machine itself. This particular implement is illustrated herewith, and it will be gathered that using it, it is possible to plough right close up to the trunks of fruit trees, etc., while man and machine are still well away from the low boughs. Other implements which have been devised for use with this motor plough, and which, unfortunately, space will not permit me to describe in detail, are a disc harrow and a cultivator, the principal feature of which is the adjustability of its wheels, which may be placed quite close together while still leaving the tines to cover the usual spread of a seven tine implement. Potato ridgers, of special type and also adjustable as to their centres, are often used in conjunction with the Wyles, and other cultivators, designed with ample clearance, allow of the machine being used among growing crops. It should be noted that as the machine itself incorporates a power lift, none of the implements need be fitted with any self-lifting tackle at all, which is a considerable advantage; moreover, if a man either walks or rides at the extreme rear of the machine, any implement which is at work is entirely visible to him, as is the ground which is being cultivated. CULTOR.

CORRESPONDENCE.

THE EMPLOYMENT OF TRACTORS FOR THRESHING.

SIR,—One cannot help noticing in reading your journal that the annual recurrence of shortage of threshing machines, when most urgently required by the farmers, has now set in more strongly than ever before. The question of threshing is receiving attention from the National Farmers' Union who are suffering from inability to obtain the services of the threshing contractors, and also protests are being made against the high price of threshing charged by the contractors. There is a very easy way out of these difficulties, namely, the employment of motor tractors for the purpose of driving threshing machines. Speaking of our own machine, the Austin Farm Tractor, we know from our own experience, and the experience of many of our customers, it will drive a full size threshing drum and also a straw trusser. It seems a great pity, therefore, that use should not be made of them to ease the present threshing situation. In cases where farmers have not their own threshing machines, it would well be worth the while of the local tractor agent to provide a threshing machine which could be hired out to his customers who own tractors. You may be interested to know that we are taking this matter up with our agents throughout the British Isles, and we trust the result will be that threshing machines will quickly be made available for all who need them. Farmers themselves can help in this matter by communicating with the nearest Austin agent, and informing him as to the extent of their requirements. Perhaps it would simplify matters if the farmers wrote direct to us, when we would immediately notify our local agents as to what is required of them.—E. H. ARNOTT, for the Austin Motor Company, Limited, Agricultural Research Department.

[The suitability of the tractor for driving a threshing machine and the advisability of so using it, has, as our readers will recollect, had frequent attention on this page. We nevertheless have pleasure in giving publicity to this letter from Mr. Arnott.—ED.]



THE DUAL MOTOR EXHIBITION

OLYMPIA AND THE WHITE CITY

FOR many years the Society of Motor Manufacturers and Traders, who are the promoters of the annual exhibition of private motor carriages, have found that it was impossible to find one hall large enough to contain all the varieties of motor car and their needful accessories the manufacturers of which wish to avail themselves of this yearly opportunity to get in direct touch with the public. In dealing with the difficulty this year the Council of the Society has boldly made an experiment of holding one exhibition in two different buildings at the same time. Olympia is the one and the White City is the other, and though these sites are not contiguous, they are so near each other that there is little difficulty in the visitor passing from one hall to the other as arrangements have been made for a fleet of vehicles to convey the public between Hammersmith and Shepherd's Bush and *vice versa*.

Only one catalogue is being issued for the dual exhibition and those firms that are exhibiting at Olympia have stands numbered from 1 to 266, while those at the White City range from Number 267 upwards. Fortune, as decided by ballot, has placed the long established firms at Olympia, but as the greater part of the coachbuilders' stands are at the White City, this latter place contains examples of a great number of these carriages as well; so that as an exhibition solely, the White City gains by staging cars upon chassis of the older firms as well as all those that more recently entered the motor car markets of the world. Not that novelties in cars cannot be seen at Olympia, for though there have not been many alterations in the well established makers' models, yet some cars are shown here that have not been seen before by the general public.

In actual numbers of different makes of passenger motor vehicles there is little to choose between Olympia and the White City, as each has some 100 different chassis makes on view. Perhaps the former place can show a wider difference in price, for at the White City the visitor can see the cyclecar for £300 up to the full-sized limousine of £3,000, while at Olympia the minimum is about £500 up to £4,500 as a maximum. Engine power ranges from 6 h.p. to 90 h.p. in one hall and from 8 h.p. to 90 h.p. in the other, and in regard to the number of cylinders in use by their power units, both halls show examples from two-cylinder air-cooled to twelve-cylinder water-cooled with a variety of fours, sixes and eights.

Both, too, are international in character, as France, Belgium, Italy, Switzerland, Holland and the United States of America have sent examples of their craft in motor building, so that these can be compared with our home products. New styles of coachwork also may be seen at either hall, ranging from the two-seated runabout to the seven-seated saloon, with types of sporting and fast-speed carriages, open and enclosed, touring cars with low-sided streamline coachwork and touring cars with higher sides and greater shields for their passengers against the breezes. Then there are the town carriages, the lady's brougham and the interior-driven motor vehicle in which comfort and protection against the weather are the chief features, but we could continue giving further examples *ad libitum*, so many are the forms the coachbuilders have arrayed the chassis with to tempt the purchaser of discriminating taste.

Two dominant features, however, stand out in a cursory glance of the present motor exhibition. One is that prices are no lower, with one or two (at the most) exceptions, and that the final drive is usually a bevel gear mostly of the helical form. There are a few friction-driven cars in the very small class of cyclecars, and some belt and chain driven cars in this category, but for the ordinary car, unless a worm gear has been the standard final back axle drive for a long period, the visitor will find no further additions to this once-thought "latest practice."

Without wishing to be hypercritical in a survey of an exhibition that does not open its doors to the public until Friday, the private view did not reveal any epoch-making advance in automobile design as compared with last year's Show. At the same time the standard of finish and the quality of the materials employed in the great majority of the exhibits is good, and, in many cases, better than before. Engine starters are mostly fitted, but, as Mr. Charles Jarrott says in his notes on the ideal car, few cars have the starting handle in a convenient place if required, and for our part we are not quite sure that when this has to be used the motorist will not find that he or she has the full force of the compression at the top and the bottom of the turning stroke, it not having been thought worth testing for its "set" by the maker before the car is sent out to the user. The magneto, too, still holds its own, but there is a slight increase in the number of cars using the main electrical plant for ignition as well as for lighting and starting.

In regard to brakes, those on all four wheels have additional admirers in the present exhibition, for besides the two French chassis, the Delage and Hispano-Suiza that fitted these last year, visitors to the Show will find this equipment also on the new eight-cylinder Talbot-Darracq and the Italian S.P.A., the latter having a fifth brake on the transmission as well. Three-cylinder engines are again represented, but not by the same maker as last year and the new machine—the Rubery-Lindsay—fitted with this form of motor, also has a cone friction drive. But in regard to engine design, while a famous commercial motor vehicle manufacturer has produced a new eight-cylinder pleasure chassis of high power, the general use of a greater number of explosion chambers than six is only to be found in one American chassis, which has twelve. Also, the miniature six-cylinder engine is entirely absent from the present exhibition, as the one example staged last year is missing and possibly is not now being made for the public. Owing to the extent of the space now available for the exhibitors, there are more two-cylinder engined cars to be seen, which represent an endeavour to win favour and displace the motor-cycle and side-car combination from that section of the world on wheels.

Possibly a closer investigation of the exhibition will reward the visitor with the discovery of additional refinements in detail construction and in labour-saving devices both for the paid driver and the chauffeurless owner. It is, moreover, the most comprehensive exhibition yet held in London and, as there is to be no similar display of automobilism in Paris this year, it more nearly approaches that *salon d'automobile* than any previous show in regard to its number of exhibits and their variety.

POINTS IN CHOOSING A CAR

By Lord Montagu of Beaulieu.



THE problem of choosing a car varies with the wishes and means of the would-be buyer, the latter being the limiting factor, in regard both to the amount he wishes to pay and how far he can afford a greater or less cost of running per mile. But it must be remembered always that so-called "cheap" cars are often more costly to run than those which are more expensive to buy. Economy in running expenses, moreover, depends also to a large extent upon the manner of driving the car.

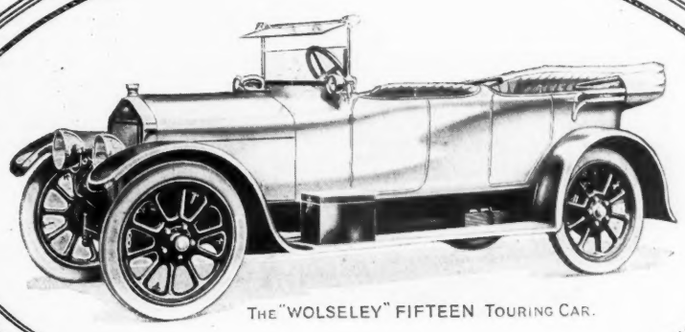
In this matter of choosing a car let us assume that there are, generally speaking, three classes of buyers. There is the buyer who is well enough off to be able to afford the most expensive and luxurious class of car, costing up to about £3,000, including carriage-work. Next comes the person of moderate means whose outside limit is, say, £800 to £1,000 for the complete vehicle; and the buyer not so well off whose idea of price is, we will say, in the neighbourhood of £400 to £500. Each of these three types is also influenced by the further consideration as to whether the vehicle is wanted for town or principally for country work. The covered and open car have both their adherents, and buyers well on in years as a rule prefer the former type, while youth likes an open sporting type of vehicle. Then there is the wife's influence—if there is a wife—which generally inclines the buyer to a closed car, or at any rate to plenty of windscreens in an open one.

Firstly, let us consider the most expensive type of car. In this category there are about half a dozen makes which it would be invidious to specify here; these are in a class by themselves. In all of them the buyer is provided with every possible luxury, and there is plenty of horse-power. The springing is excellent, the upholstery refined and comfortable, and you can see your face in the polished panels of the bodywork. At the same time there is, or should be, nothing to suggest vulgar ostentation about the finish or fittings of the car. It is curious that the tendency to fit cars with valuable but useless "knick-knacks" and gaudy upholstery, with paint of a brilliant colour, is nearly always confined to rich Eastern potentates. But at the same time, in their defence, I must remind my readers that in the sunshine of India brilliant colours are marvellously toned down, as they are in any country where light and shade are so vivid and natural surroundings so richly painted. In fact, the grotesque and startling in European lights become quite ordinary in the glare of Asia. But to return to prosaic Britain. In the case of these beautiful road cruisers, combinations of a sumptuous railway saloon and a magnificent steam yacht, you must know what you are buying and see that you get good value for money spent. I can think of two makes of expensive car, to some extent identical—the one which, in my experience, costs but little if anything a year in repairs, running at about fifteen miles to the gallon; the other possessing an engine not so well balanced, not so well sprung, and decidedly more expensive to run as regards consumption of fuel and wear on tyres. In connection with tyre wear and with consumption, I have often noticed that, while a comparatively rich man often does not mind buying an expensive car and is not scared by initial cost, comparative economy in upkeep strongly appeals to him, and he looks for a car light on its tyres, due partly



to good springing and partly to an even torque; economical in the consumption of fuel; and either with a maker's guarantee spread over the first year or two, or with no necessity to have such a guarantee in consequence of superior workmanship and the absence of mechanical failure. This is the sort of vehicle which he not only buys in the first instance, but which he runs with satisfaction to himself. Another point which should be recollected by all sellers of motor vehicles, from the motor cycle to the five-ton lorry, is that a satisfied owner is the best advertisement possible, and that one satisfied owner makes many other satisfied owners. And on a number of really satisfied owners is built up the really sound business which endures. But as to the more expensive and powerful class of car, I would add a word of warning that many of them are under-tyred. For the last fifteen years I have drawn attention to the habitual under-tyring of most cars, especially powerful cars. Since then a considerable improvement in the size of tyres has been brought about by the force of public opinion and general experience. Cars which used to be fitted with tyres of 120mm. are now fitted with 135mm., and some people, who, I think, are wiser than their fellows, have adopted the 150mm. and even the 175mm. tyre as most suitable for cars of high power and considerable speed and weight. Let it be remembered that nothing





THE "WOLSELEY" FIFTEEN TOURING CAR.

"Power with Economy"

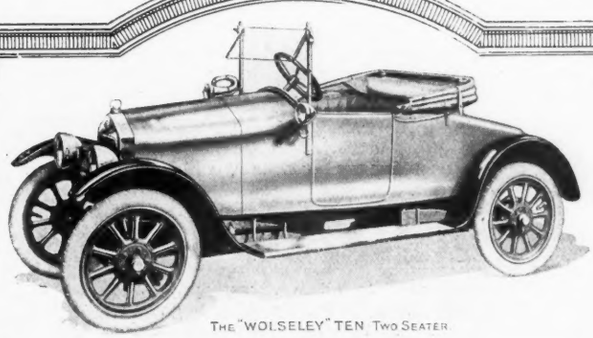
THE Three "Wolseley" Models, the TEN, the FIFTEEN, and the TWENTY, have been the outstanding successes of the year. The remarkable manner in which they combine high speed and great hill-climbing power with low running cost has evoked a chorus of praise from experts and satisfied owners. The cantilever springing, too, makes travelling delightful even over the roughest roads, whilst their grace of line and exquisite finish appeal to every eye.

Each model has firmly established itself as a leader in its class, and the discriminating purchaser will quickly realise that the new "Wolseleys" are the best value ever offered to the motorist.

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WOLSELEY MOTORS, LTD.
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Adderley Park, Birmingham.
LONDON:
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STAND NO.
62
OLYMPIA



THE "WOLSELEY" TEN TWO SEATER

DEXTER

is more expensive in daily running than an under-tyred car, for the tyre is being asked to carry weights it is not intended to carry and troubles ensue constantly, with the result that the mileage run is small, say 2,000 to 3,000 miles, before the tyre is worn out. Then there are annoying stoppages on the road for punctures and bursts, and there is always the harassing anxiety that on a long journey, especially in hot weather, the whole scheme of the day may be upset by a couple or even three of these accidents in, say, a distance of 150 miles. I would say, therefore, to the buyer of the larger type of car, see that your tyres are adequate, certainly of 135mm. or, better still, 150mm. or 175mm. And if the car is built to carry six passengers habitually, with a heavy limousine body, twin tyres are advisable, unless you have 175mm. single tyres. The weakness of the large, powerfully engined car lies in its liability to tyre trouble.

We will now deal with the second type of buyer who does not want to spend more than a maximum of £1,000, and would prefer to pay £700 or £800, for a car. In such a case there are plenty of cars to select from. Bodywork is not expected to be of so expensive a nature in cars of this class, and the open car is predominant as compared with the closed car. But if it is an open car there is no reason why there should not be plenty of protection against wind and weather. There are many on the market which are fitted with very efficient canopies and hoods, converting the open body into what is practically a closed car in a few minutes. Much attention should be paid to easy starting and to proper arrangement of the screens, both for the front and back seats. In this class, as in the more expensive, manufacturers are apt to under-tyre their products, and the buyer, if possible, should either change the smaller tyres and rims already fitted for some of a larger size, or else use as far as he can what are known as over-sizes. It should be remembered that on this type of car the average, not the maximum, speed attained on an ordinary road is not far short of that of the more powerful car, and therefore, though the weight to be carried is less, the tyre has to transmit almost as much propelling force.

We must now consider the third type of buyer who does not wish to give more than a maximum of £500 for his vehicle, and is anxious not to spend a penny more than is absolutely necessary and to run his car with the strictest economy. This class of buyer has more types to select from between 10 h.p. and 25 h.p. than any other class has. There are cheap American cars, excellent little French and Italian vehicles, and a large number of efficient and serviceable British makes, many of which have stood the test of time and use for some years past. One of the chief points about the small car to remember is easy starting. Either there should be a self-starter fitted, or the car should have the type of magneto and carburettor which make starting by hand easy. Then the buyer of this type must remember that he must accept a standard body, possibly standard fittings and painting,





and that he has got, so to speak, to buy a car "off the shelf." But here again I would say, see that your tyres are large enough and make enquiries about the consumption of motor spirit per mile, as there are some small cars which are, for their horse-power and speed, very expensive to run compared with the larger and more expensive types. No small car of this type should run less than 25 miles to the gallon, and 30 to 35 miles to the gallon is the average to be aimed at.

In regard to a buyer choosing his headlights and auxiliary fittings, such as a speedometer, clock, and arranging for other details which add so much to comfort in driving, these should also be the subject of close attention. On the most expensive class of cars these additions are generally fitted more or less regardless of expense by the firm, who realise that they must not only provide a perfect engine and vehicle, but also accessories of the very best. On the cheaper cars, however, for the man of moderate means, cheap accessories, not always satisfactory, but saving a few pounds to the manufacturer, are sometimes fitted. I would say, therefore, to the buyer of the moderate-priced car, see that your accessories are by a good maker, and insist on tyres adequate to weight and horse-power. It will pay you over and over again to do this.

To sum up, as the Latins used to say: "Quot homines tot sententiæ." Every buyer has his own fancies and often his own prejudices. But the following are the points to be remembered in choosing a car:

(1) Economy in running both in motor spirit and tyres.
(2) Easy starting.
(3) Comfortable bodywork.
(4) Good accessories.
(5) Good protection against weather in regard to hoods, screens and mudguards.

And, finally, if you can find a friend who is already using the type of car you propose to buy, if he is not too much of a crank or an enthusiast, go and ask his opinion. This should assist you very much in your choice. And always remember a good car deserves a good owner and driver.

THE IDEAL CAR FOR THE OWNER-DRIVER

By Charles Jarrott. (*The well known racing motorist.*)

[We asked Mr. Charles Jarrott to contribute his views as to the essential features of the ideal car for the motorist who does not keep a paid driver. Without any waste of words he has sent us the following, truly a practical man's idea of coming to the point.—Ed.]

A CAR should be a four-seater with adjustable front seats, and should weigh, complete, under a ton.

Engine.

15 h.p. R.A.C. rating, six-cylinder. T head with block casting.
Ball bearings — crank-shaft with four bearings to shorten engine.

Carburettor.

High up on engine and bolted direct on engine with hot-air pipe to exhaust.
All bearings white metal, die cast.
Thermo-syphon circulation with additional circulator driven off end of fan spindle.

Ignition.

Battery ignition with dynamo and distributor right on top of engine, with helical gear-drive for same.
Dynamo to be held with strap.
Starter on top of flywheel casing and held with one bolt.
Casing to be waterproof.
Three-point suspension of the engine, clutch-housing and gear-box, which will be a unit.
Clutch-casing to be open at the top for adjustment.

Lubrication.

Forced feed to all bearings, with large sump, having capacity of 1½ gallons.
Bottom half of sump to be ribbed for cooling (cool oil is very necessary, and therefore the capacity of the sump must be large; thus cooling will be assisted by the cool bottom).
Oil pump in sump driven by vertical shaft off cam-shaft, with helical wheel.
The pump should be held in clamps and should be speedily removable, for cleaning, from the top.
Large gauze filter and filler should be provided in the top of the pump-housing and should be easily dismountable.
Oil gauge should be provided on dash-board, and oil indicator on one side of engine, with which could be incorporated a large breather.
All valves should be cased in, but should have large breather holes or gauzes in valve covers.

Clutch.

This should be dry Ferrodo ring type.

Frame.

This should be straight and should be very strong in the centre, and in the front it should be pressed with side pieces to come up to the engine casting and keep out the dirt. Provision should also be made on this for two clips to hold the oil cans.

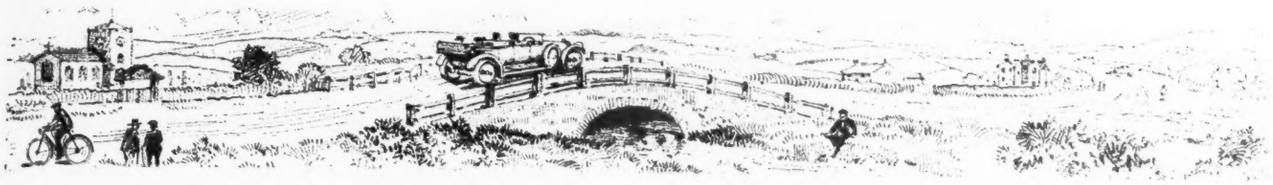
Starting Handle.

This should be detachable, and should be held by two brackets inside the bonnet so that it is not lost.

Radiator.

Cooling, as mentioned, should be thermo-syphon with gilled tube radiator, which





THE *Lanchester* 'FORTY'

IN describing the Lanchester "Forty" the temptation is to use superlative terms. Words can describe its outward appearance but utterly fail as a substitute for a demonstration of its efficient performance. You must drive the new Lanchester to know the meaning of Motoring de Luxe. You will appreciate the smooth starting, the wonderfully responsive acceleration described as "silky," you will know what ease of control really is and realise the fascination of power. The one outstanding feature of the Lanchester "Forty" apart from anything else is its obvious and unmistakable value.

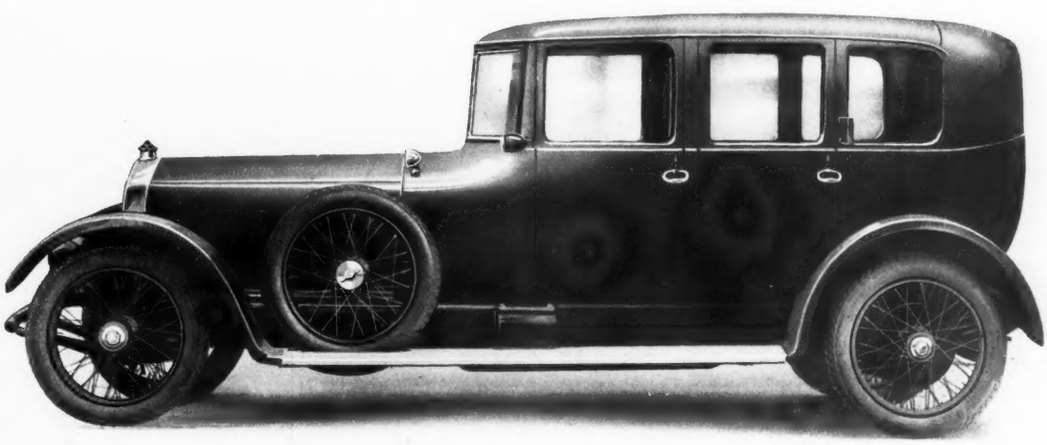
Enquire at stand or write direct for a copy of descriptive literature.

SEE IT AT

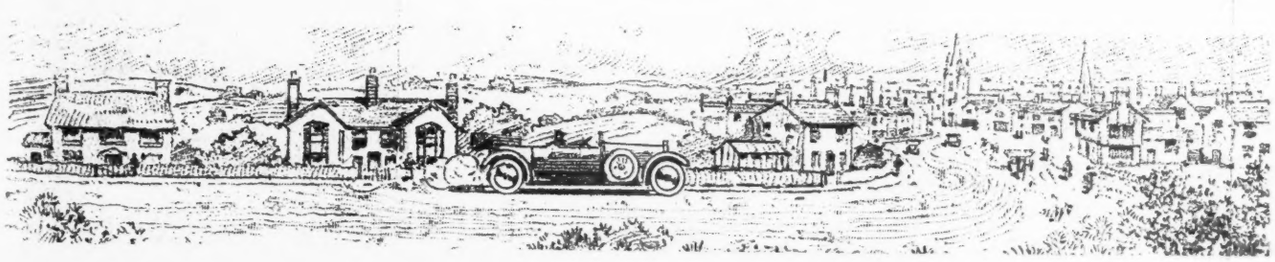
OLYMPIA STAND No. 116

THE LANCHESTER MOTOR CO. LTD.

Armourer Mills, Birmingham. **95, New Bond St., London, W.** **88, Deansgate, Manchester.**



40 h.p. 6-cylinder 5-seat Saloon Limousine equipped with Rudge-Whitworth detachable wire wheels.





should have a pressed apron between the front dumb irons to keep it free from mud and dirt. The bottom half of this apron should be turned over to form the front number plate.
The side members of the frame and the side running steps should be pressed in one or two pieces and riveted together.

Steering.

Steering should be adjustable for rake, and adjustable steering stops should be provided on the axle to prevent the tyres from rubbing on the frame at full lock.

Petrol System.

The tank should be in the scuttle dash, feeding by gravity to carburettor.
Large filter should be provided, easily accessible inside the dashboard.
Petrol gauge should be provided on the instrument-board.

Gear Box.

The gear-box should be very short and have four speeds and reverse; centre change speed.
Change speed and brake levers should be set well forward so that they do not interfere with the passengers in the front seats. They should be long enough to be operated by the hand when in a horizontal position.

Back Axle.

The axle should have a helical gear drive with split casing.
Propeller shaft should be cased in, and should be strengthened with two side stays, similar to the "Alpine." The front end of the propeller shaft should have a spherical ball joint with a greaser, and between this and the gear-box there should be a "Hardy" type flexible joint.



Brakes.

All four brakes should be on the back wheels and should be compensated.
Drums should be 15ins. to 18ins. in diameter, and the brake pedal should be adjustable.
The brake adjustment generally should be at the back of the brake rods and should be operated with thumb screws.
The brake rods should be stayed in wooden blocks secured to the live axle casing to prevent rattle.

Instruments.

Speedometer, switchboard and other instruments should be on separate plate, which would be held by four screws in the main wooden or pressed steel instrument-board.
It should be possible to remove the whole of the instrument-board without disturbing any of the wiring, tubes, etc.

Control Levers.

Levers for the speed and brake levers should be of pressed steel, to save weight, and black finished.
The front axle swivel pins should be lubricated by oil from wick-fed reservoir of large size.

Body.

The body should be a flush-sided four-seater with four doors, and should be constructed of metal as far as possible, and with mass production, pressed steel could be used to a large degree.
The seat cushions should rest on the floor, and it should be possible to take them out completely with the adjustable seats, leaving the whole interior of the body quite clear.
All footboards should be made to come up, and should be held with thumb catches and not screws.
The side step valances should act as lockers for the jack, pump, etc., on the one side, and the other side they should have drawers and receptacles in them for each tool.
The front wind screen should be of metal with overlapping top glass; it should also have adjustable side shields, and should be much nearer the driver than at present, to stop back draught. One-half only of the top of the screen should hinge, namely, the driver's side, so that the passenger is always protected.
The luggage grid and spare wheel carrier should be made together at the rear of the car and should have the number plate incorporated with it. This is easily done so that when the luggage carrier is down the spare wheel is underneath same.

Hood.

The hood should be of black material and should have the side curtains held up in the top of same so that they can be taken down and opened with the doors.
The front portion on the driver's side will fold and go inside the front of the hood cross piece when not in use.
The side curtains should be attached to the hood itself with a short strap of hood material so that they are not lost.
The gear-box and the back axle should be provided with large level fillers similar to the "Renault."

Wheels.

The wheels should be pressed steel artillery type and of large diameter.
The car should have an exceptionally good turning lock.

Springing.

The springing should be fully cantilever at back and half-elliptical at front.
There should be no greasers in any of the shackle pins, but dry type bearings should be used.

THE IDEAL SMALL CAR

THERE is no name more familiar to motorists than that of Mr. S. F. Edge and his remarks on the virtues of the small car will no doubt be appreciated, especially as for many years he has "turned his sword into a ploughshare"; or, in other words, he has taken to farming seriously, leaving motoring to be purely his pastime.

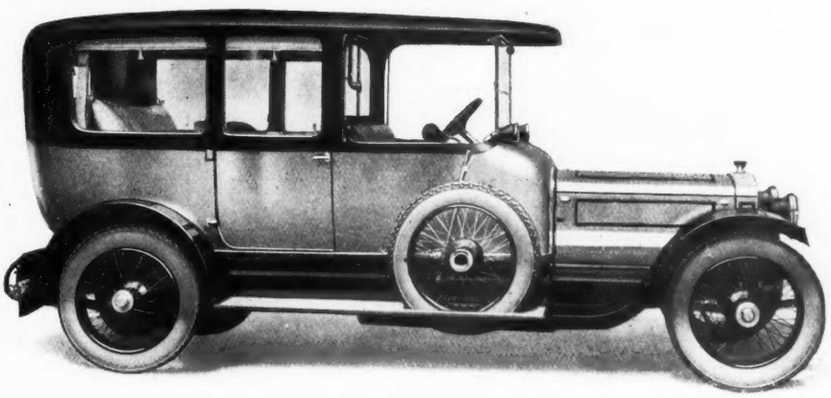
In reference to the Ideal Small Car, I appreciate the compliment in being asked to write an article for COUNTRY LIFE. In the meantime I am a desperate believer in the light car for two or three people. Only recently I completed a little trip on a light car at an average of over 28 m.p.h., with a petrol consumption of 34 m.p.g. My previous best over the same road on a 22cwt. car with about 15 h.p. engine was 27 m.p.h. and 25 m.p.g. My previous best was a very up-to-date six-cylinder weighing 34 cwt., on which I did 26 m.p.h. average and 15 m.p.g. The latter car, of course, travelled at times much faster, but it is almost unbelievable what wonderful averages one gets on these light cars and yet never exceed 35 m.p.h. or only for a very little while go forty.—S. F. EDGE.

With so many small cars upon the market, as may be seen at the White City and Olympia during the next ten days, we hope that Mr. S. F. Edge will be able in the near future to give our readers his views of the principal features the ideal small car should have in its construction. Without in any way wishing to forestall any remarks he will make, we wish to add for the benefit of the "light" car purchaser, that only cars whose engines do not exceed a cylinder capacity of 1,500 c.c. to 1,600 c.c. are at present included in that category.



Daimler

"The Car of Outstanding Value."



THE DAIMLER SPECIAL "SALTLEY" TYPE LIMOUSINE CAR.

The Keynote of the Motor Show at Olympia is the quest for value.

The Daimler Company invite careful comparison of the prices of their chassis — the quality has obtained world-wide acknowledgment.

A comparison of values ***will*** ensure your order being placed for a Daimler.

OLYMPIA STAND No. 60

Chassis Prices

Daimler Special, 45 h.p., 6-cyl., **£1,450**
"Standard Thirty," 30 h.p., 6-cyl., **£1,150**
"Light Thirty," 30 h.p., 6-cyl., **£1,125**

The famous Daimler Sleeve Valve Engine is still the ideal motor; its qualities of flexibility, power, reliability and endurance are unrivalled.

The Daimler Company Ltd., Coventry





A CRITIC AT THE SHOW

By W. Harold Johnson.

SOME critics have been in no way reticent in expressing their opinion that this year's Motor Car Show is a disappointing affair. Whether the opinion is a justifiable one or not depends entirely on one's outlook. To the man whose interest in cars and their appurtenances is limited to far-reaching, not to say spectacular, developments in design, there is doubtless some justification for dissatisfaction with this year's Show as compared with last year's. Last year practically every car to be seen was a new model—a genuine new model, that is, and one that, officially at least, had not been previously exposed to the public view. Also, last year's Show was the first after six years, and the changes that are to be expected to be revealed in show models were naturally much more accentuated because of the absence of five intervening opportunities for displaying gradual development. Instead of last year's Show showing a gradual upward trend in design, it displayed what the observer could regard as a remarkable and sudden leap forward, if he overlooked the fact, as admittedly he was very much inclined to do, that the changes that so fascinated him had been five years in the making.

The absence of any striking departures or radical changes in design among this year's exhibits may be taken as an indication of a very satisfactory state of affairs, even if from a purely technical point of view it is apt to be somewhat disappointing. Of course, I would like to have seen the exhibits bristling with novelties, and I would like to have found innumerable chassis over the mechanical innovations of which I could gloat for hours and of which the promised road performance would have sent me into transports of delight; but, as I say, the absence of these big departures is really a very satisfactory symptom, and for this reason: It proves that the innovations of last year, which many of us regarded as startling, or at least almost revolutionary, have been fully justified by experience. It does not matter whether we consider the innovations of design pure and simple or innovations in methods of manufacture.

It is true that the two most interesting exhibits of last year's Show are absent, but both of them owe their absence, we are informed, to labour difficulties and cost of production only. The first of the two that I have in mind is the twelve cylinder Lancia; the second is the five cylinder air-cooled Enfield Allday. Labour troubles in Italy have apparently been even worse than they have in this country, with the result that the twelve cylinder Lancia has, for the time at any rate, been entirely discarded as a production model. We had been led to believe, and we hoped, that the Enfield Allday radial engined car would have been revived and perhaps exhibited at this Show under a new name, but those who have shared this hope are doomed to disappointment. But with these two exceptions there is not a single innovation that made its appearance at last year's Show that has failed to justify itself and to warrant its designers retaining it in their present models.

Last year we heard a lot about the overhead valve, which was then regarded as an innovation, and a very problematical one at that, judged from the point of view of its probable success. The overhead valve is now an almost standard fitting. There is no question and no suggestion that cars provided with it may be less reliable, trustworthy, or anything else that is desirable, than cars having the older and, it must be admitted, still more conventional side by side arrangement. Cantilever springing was also almost an innovation at the last Show. It was not, of course, a new thing in itself, but it was certainly new from the point of view of the extent of its application to cars of all sizes and powers. The centrally disposed gear lever was a thing introduced as much to secure a reduction in manufacturing costs as anything else, and although I myself do not regard it with favour, it is significant that no maker who adopted it has seriously considered discarding it in favour of right-hand control, with the possible exception of the Albert chassis, of which, I understand at the time of writing, the future disposition of the gear lever is not definitely settled. The highly commendable concentration of all braking on the rear axle is increasing, but of this more anon.

BRITISH MASS PRODUCTION.

Turning to principles of manufacture, as exemplified in the Show models, it is more than satisfactory to be able to record that every British car manufacturer working on mass production lines (and all of them were novelties at the last Show) is still going strong. What may be regarded as the five leading examples, the Albert, the Angus-Saunderson, the Austin, the Bean and the Cubitt have established themselves firmly in popular favour, and they are conspicuous among the cars at the Show as value for money propositions. Perhaps, in the conventional meaning of the term, the Angus Saunderson is not a mass produced car, but it is, I think, sufficiently near to the type as to deserve the description for our present purpose.

From mention of mass production one naturally turns to consideration of cost, and here, I consider, comes the only really unfortunate feature of the Show. The price-raising fever, that was more than an epidemic at the last Show, has reached alarming dimensions that must surely mean its limit. It would be impossible, and absurd, to suggest that all the cars at the Show are really good value-for-money propositions. There are one or two outstanding exceptions, the Armstrong-Siddeley being perhaps the most notable of all, but it is only to the very highest and very lowest priced cars that one can point one's finger and say, "There is a car that gives you a return in value for every penny you pay for it." As examples, one might particularise the G.N. and the 8 h.p. Rover among the small cars, and the Lanchester, the Napier and the Rolls-Royce among the largest. These cars represent the absolute extremes of motor car construction. On the one hand we have the ultra-simplicity of the air-cooled engine and a chassis devoid of all but the absolute essentials for satisfactory road service, and on the other there are the chassis replete with every possible refinement. It is the cars of from 11 h.p. to 15 h.p., costing from £700 to £1,500, that force one to wonder where purchasers will be found.

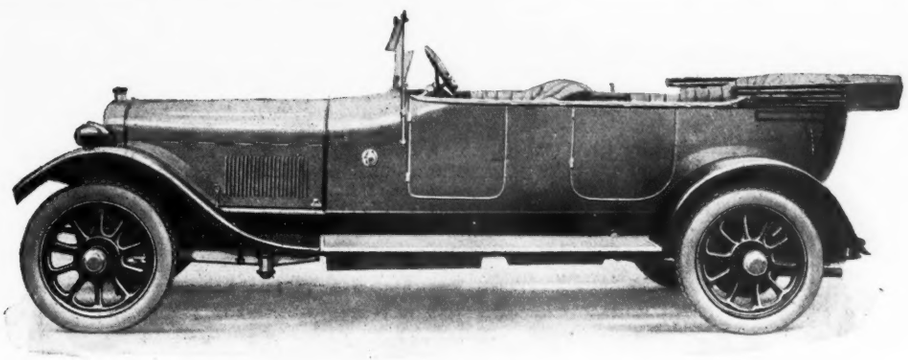
A GENERAL PRICE REDUCTION?

If some British makers have been able to reduce their prices, there is not the slightest indication of any tendency of an extensive following of their example among their competitors. At least one price increase, *e.g.*, the Lanchester, has already been announced, and I imagine that there will be several others before the Show has closed its doors to the public.

Indirectly connected with the question of car prices is that of maintenance cost, and it appears to me as regrettable that







Olympia, Stand 79

We are exhibiting the following models:—

16 h.p. - *5-seater Touring Car.*
16 h.p. - *4-seater Sporting Car.*
24 h.p. - - - *Chassis only.*
24 h.p. - - - *Saloon.*

The Prices of SUNBEAM CARS

In response to many requests, the Sunbeam Motor Car Co., Ltd., beg to state that the prices of their current models are still unchanged :: :: :: and are as quoted in their catalogues. :: :: ::

The cars now being produced embody all the slight detail improvements which have been made from time to time during the past season, and are up to the highest Sunbeam standard in quality of materials and workmanship.

GAILLON HILL CLIMB

At this annual event, the Derby of the French Hill Climbing contests, at which all the best continental cars are entered, the Sunbeam this year beat all records, climbing the hill, a gradient of 1 in 10, at 109 miles per hour.

SUNBEAM—COATALEN ENGINES

THE SUNBEAM MOTOR CAR CO., LTD. - - WOLVERHAMPTON

MANCHESTER SHOWROOMS - - - 106, DEANSGATE.

Southern Service and Repair Depot:

EDGWARE ROAD, CRICKLEWOOD - LONDON, N.W. 2.

Telephone: Willesden 3070. *Telegrams: "Sunoserv, Crickle, London."*

London and District Agents for Cars: J. Keele, Ltd., 72, New Bond Street, W. 1.







there are not more cars making their *début* of which the low maintenance cost may form a strong talking point for their salesmen. It is true that several cars are advertised as having a petrol consumption of 35 m.p.g., but I do not consider this is enough to justify their being regarded as cars of small maintenance cost. One wants a car that shall, if possible, give an even greater mileage without any corresponding reduction in load carrying capacity, and that shall not only be cheap, but *easy* to maintain. I feel that if some capable and responsible designer turned his attention to the commercial mass production of the multi-cylinder (*i.e.*, more than two) air-cooled engine mounted in a chassis of simple but robust construction, he would effect a practical corner in the small car market.

SMALL CAR TENDENCIES.

This year's Show reveals a tendency that was but darkly hinted at last year, namely, the production of the ultra high-class small car. Apparently those manufacturers who have embarked on this policy have been satisfied with the results, but at the same time I feel that the small car selling at a price closely approximating to that of a much larger one will not have a permanent and *adequate* market. It is by no means clear what one gains by paying £600 or £900 for an 11 h.p. car as compared with one of the same nominal horse power costing little more than half the money. The promise offered of higher road performance often is not realised, the fault in this respect lying not so much in a failure of the high class manufacturer to give what he offers to give, but in the success of the cheaper manufacturer in giving more than he promises. Admittedly some small cars that are capable of doing all in the way of service that the ordinary owner is likely to require leave much room for improvement on the score of comfort, but their failings are in many cases inherent to the type and do not stand to be abolished by the production of a similar car, but on more expensive lines.

The efficiency of the small car engine has certainly improved, and the credit for this must in no small measure be given to a very successful racing season recently concluded at Brooklands and to strenuous trials organised by the Junior Car Club. The private owner stands to gain, and does gain, from the failures and successes on the track of those who cater for his needs on the road. Aluminium pistons, which a year ago were alleged to be no more than a snare and a delusion, have been conclusively proved by track experience to do all that their most staunch advocates claimed, provided they were properly constructed and employed. Quite a number of high efficiency small cars now have aluminium pistons as standard, and trouble from this component has become practically unknown.

Three speed seems to have become the general standard for the light car gear-box, although one might have thought that the light car chassis needed a four-speed gear-box even more than the big car. Production costs, however, increase in significance in inverse ratio to the size and selling price of the car, which explains perhaps why the light car designer has set himself to fit his engine to a three-speed gear-box rather than to lighten his task as regards engine design by adopting the relatively simple expedient of the four-speed gear-box.

PROGRESS IN MEDIUM POWERED CARS.

It appears to me that, with one notable exception, the medium powered class of car has made less progress than any. The exception I have in mind is the Wolseley 15 h.p., which, however, on the score of price, belongs to the big car class, although its engine dimensions make it an absolute member of those cars that can be most accurately described as medium powered. With this exception, cars ranging from 12 h.p. to 17 h.p. show practically no departure from what was regarded as orthodox design three or four years ago. There is, perhaps, need for modification of this comment in the case of suspension arrangements. All cars, from the smallest to the largest, show commendable effort on the part of their designers to counter modern road surfaces, and the tendency is evidenced in the medium powered class, which deserves no distinction in this respect.

BRAKE ARRANGEMENT.

I note with pleasure that some medium powered car designers, at least, show an inclination to be led by small car practice in the disposition of their brakes. It is quite time that the absurdity of a service brake operating on the propeller-shaft behind the gear-box was discarded. If the designer is so wedded to a propeller-shaft brake that he cannot part from it, the least he can do is to make this brake the hand-operated one and to give the foot brake its seat of operation on the rear wheels. As far as I am aware, no exhaustive experiments have been carried out to test the matter, but I should imagine that if they were, it might be proved that 70 per cent. of transmission wear is due to the frequent use of the foot brake operating through the transmission. In spite of Army training and theoretical advice, 95 per cent. of drivers use the foot brake when they want to stop their cars, which in itself is sufficient reason for making the foot brake operate directly on the rear wheels instead of *via* the transmission system. The idea of braking on all four wheels is not new, but it was revived at the last Show on the Delage chassis after a long interval of disuse. This year there are two other chassis equipped with this highly scientific braking arrangement, to wit, the Spa and the eight cylinder Talbot Darracq. Unfortunately the care with which the system must be designed to ensure its success makes it so expensive that it is inherently limited in its application to the costliest cars, and so it is not fair to grumble because it is not found on smaller models, which we all want to be as cheap as possible. But the cheapest braking arrangement is probably for both hand and foot brakes to be on the rear wheels. Therefore, why a propeller-shaft brake at all?

There is one failing that applies to both small and medium powered cars, although perhaps to the former with more point, and this is that there are still too many cars supplied to the customer with undersized tyres. It is not the fault of the motoring Press that this atrocity is still perpetrated, and it is certainly not the fault of the tyre manufacturer, who presumably stands to gain by the more extended adoption of adequate-sized tyres. It is false economy, and to it in many, many cases can be traced much dissatisfaction with cars and all makes of tyres.

HIGH POWERED CARS.

It is, perhaps, only what one would expect that there are fewer changes to be seen among the biggest cars than any. In fact, speaking in a general sort of way, this Show reveals no difference whatever from last year's among this type of vehicle, although what is, perhaps, the most interesting car on exhibition belongs to this class, namely, the Crown Magnetic, which is to be seen at the White City. The Crown Magnetic—the American manufacturers, of which have, we believe, recently been encountering financial difficulty—is a car that every visitor ought to see, although one cannot appreciate its unique attractiveness except by observing its performance on the road. It is one of those cars that I call a problematical car, *i.e.*, it is absolutely impossible to say whether it will or will not exercise an influence on design.

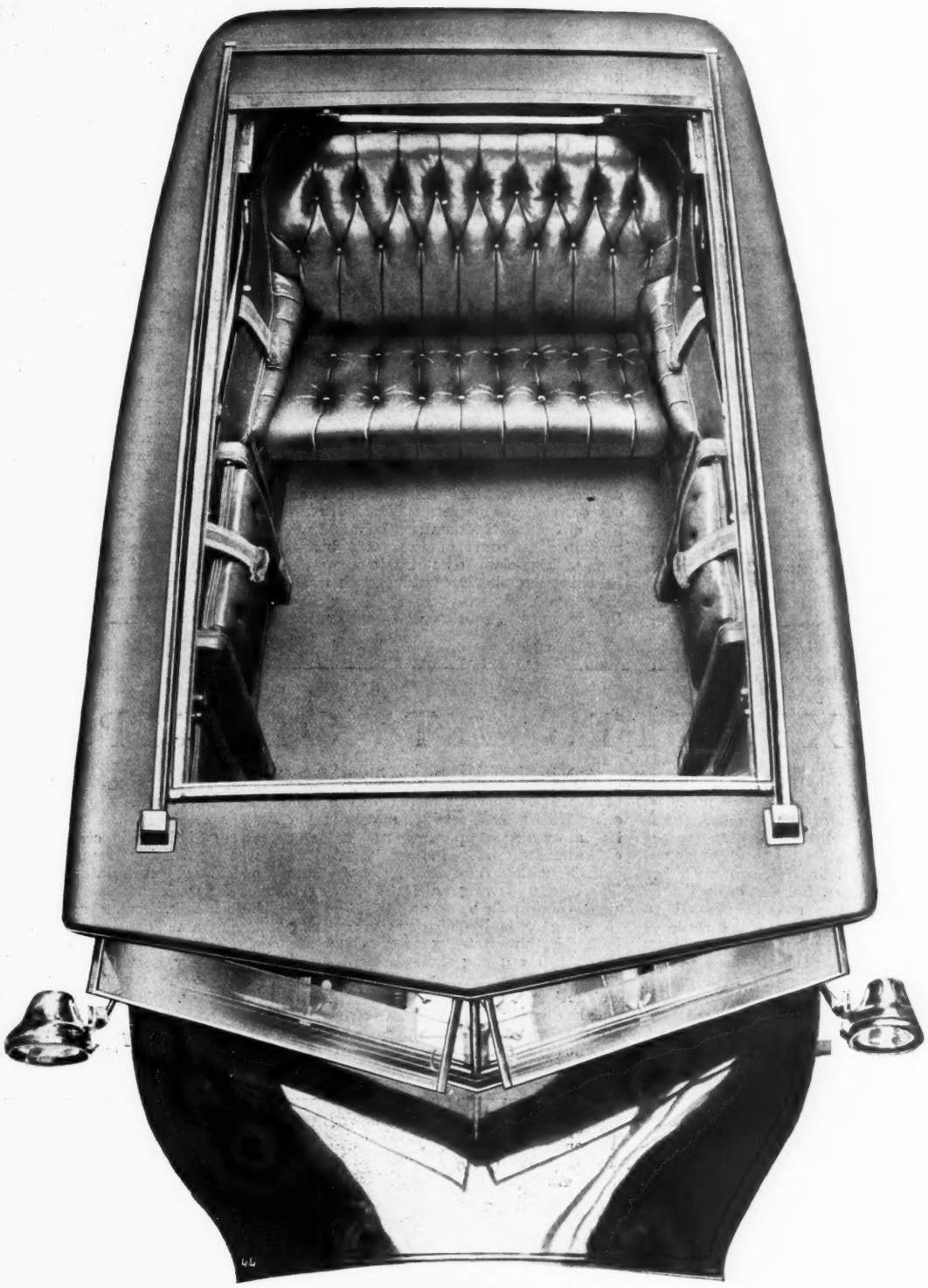






OLYMPIA

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A GENERAL REVIEW.

Technical progress, then, has not made any startling advances, but that it has not need not be regarded as a regrettable fact. There are one or two details of car equipment that, in my opinion, still leave room for improvement, in spite of the fact that elaboration of equipment is an undoubted characteristic of the exhibits. The carriage of the spare wheel is obviously still a problem that many designers find it impossible to solve. The Austin gives a commendable lead, and there are other cars in which the spare wheel is carried in a compartment where it is out of sight and, at the same time, readily accessible. It is to be hoped that no designer seeking for a new place for his spare wheel will follow the lead given him in at least one instance of placing the wheel at the bottom of the boot, through the top of which it has to be removed. I remember seeing not so long ago a struggling owner of a car, on a pouring wet night, emptying his luggage out of the boot on to the roadside so that he could get at his spare wheel. He then had to place the damaged wheel at the bottom of the boot, where its dirt and wet accentuated the already unfortunate condition of his personal belongings. The mounting of the wheel on the off-side running board is not inherently bad, but it is emphatically clumsy, and clumsiness, we are led to believe, is anathema to all progressive modern designers. The best position for the gear lever remains something of a problem. One maker plunges entirely for the central disposition, but another of equal standing is content with the old and, in my opinion, better position of right-hand control. Where this position is adopted there is, in many cases, room for improvement in the detail lay out. There are several first-class cars in which gear changing is rendered difficult by binding of the lever or the selector rod in its sleeve. There is no need for this, and the mounting of the gear lever entirely on the gear-box, *i.e.*, so that it takes no support from the chassis arm, is not by any means a difficult proposition. The sliding pinion gear-box is still the most popular, but I think that the constant mesh type, on small cars at least, has so much in its favour that designers ought to pay more attention to it.

BODYWORK.

Bodywork promises to be an even greater attraction at this year's Show than it was last year. Some most elaborate and elegant specimens are to be seen, and in some cases at least they are not wildly expensive. Naturally, the most elaborate bodies are of the closed type and are fitted to high-powered chassis, but some of the touring bodies on chassis of medium powers are very attractive specimens, and it is a good sign that the adjustable front seat is much commoner than it was. It is a fallacy that has held the motor car trade too long, that all drivers are of the same size and that all will prefer the same driving position. The absurdity has been apparent to everyone except the body designer, but now even this conservative individual is coming to realise that he must make a change.

CAR EQUIPMENT.

Beyond all question of controversy the equipment of cars is erring on the side of over-elaboration. When a complete car costs £1,500 or more, there is excuse for elaborate instrument boards, for, undoubtedly, some of the facia boards of the high-class cars are joys to the beholder, and the instruments with which they are equipped are of real utility. In some cases, I believe, the instrument board of a high-class car costs no less than £200. I wonder if its attractiveness secures as many purchasers as its cost drives away.

On small cars an over-elaborate instrument board is, I consider, a mistake. A switchboard is a necessity, and practically every owner appreciates a speedometer. All, of course, also appreciate a clock, but many would prefer to get their cars a little cheaper and provide a few extra gadgets as and when they felt they could afford them, instead of being compelled to take all or none in the first instance. Speaking of speedometers reminds me that there is some improvement in the speedometer drive, although the clumsy and inefficient belt is still too common. The 12 h.p. Swift was, I believe, the first British car to adopt a speedometer drive from the gear-box. It is the proper place for the speedometer drive, and it need not be so much more costly if it is arranged for in the first instance and not tacked on as an afterthought by the designer.

Belt drive for dynamos is still too common, for it is always, sooner or later, a serious annoyance. On the other hand, a positive drive, such as that designed by the Sunbeam, is expensive, and for that reason is rendered impossible on small cars, but the substitution of the belt by a silent chain need not be very much more costly, and it would inevitably be more efficient and satisfactory.

On the whole, I feel that, but for the aspect of prices, this year's Show is a very satisfactory affair indeed, and I do not see how any desirable change in the realm of prices is to be effected. It is unfortunate, but it is one of those things beyond the control of those who matter and which, consequently, we must endure with the best grace at our command.

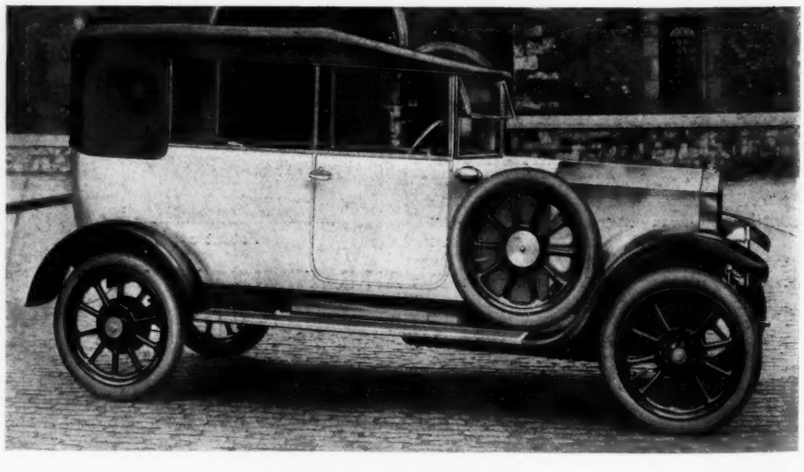
EXHIBITS AT OLYMPIA

THE ALBERT. THE Albert chassis made by Messrs. Gwynnes of Hammersmith has recently been reviewed in our pages. Four complete models are on view, including a stripped chassis. The complete cars are a two-seater, a four-seater, a coupé, and an all-weather model intended to replace the saloon. A special feature of this all-weather body is that the hood may be raised or lowered while the car is travelling. The V-type wind-screen gives additional roominess, and more than usual leg room for the occupants of the rear seats is a feature to be appreciated. A large locker is provided at the rear of the body for tools, etc.

The engine of this quality mass-production chassis is a four-cylinder with a bore and stroke of 68mm. by 103mm. (R.A.C. rating 11.9 h.p.) and overhead valves operated by an overhead camshaft. The gear-box gives four speeds and reverse, the clutch is of the leather cone type, final drive is by bevel, and the Dunlop steel wheels are for 760mm. by 90mm. tyres, lighting and starting equipment being by C.A.V. The changes between next and this year's models were fully described in our recent review of the chassis, but we may point out that the chief is the casting of the cylinders separately from the crank case, which is of aluminium and has the cylinder block bolted to it in the ordinary way.

THE ANGUS SANDERSON. THE Angus Sanderson car has received so much attention that there are few visitors to the Show who will not be familiar with its leading details. It is, of course, a car that, while deserving the description of a mass-production model, differs from other British mass-production cars in that its important components are made in different factories. The engine, a four-cylinder with a bore and stroke of 76mm. by 127mm., having an R.A.C. rating of 14 h.p., is made by Messrs. Tylors; the transmission is by Wrigleys of Birmingham—the clutch being of the cone type, the gear-box giving three forward speeds and reverse, and having centrally disposed change lever; and the full floating back axle has bevel final drive. The disc wheels are for 815mm. by 105mm. tyres, and the electric lighting and starting is by Lucas.

THE ARMSTRONG-SIDDELEY CAR. AS a value for money proposition the Armstrong-Siddeley is certainly unique. It is a remarkably low-priced chassis when considered in relation to the quality of the workmanship it embodies and the high standard manifested in every detail. The frame construction alone of this chassis is well worth careful inspection. Only very minor variations have been made in the original design shown at the last Show. The six-cylinder engine has a bore and stroke of 89mm. by 133mm., the overhead valves are completely enclosed and are operated by push rods and rockers



THE ALBERT ALL-WEATHER MODEL.



The Light Car of the Year

READ THIS OWNER'S OPINION

24th October, 1920.

I am the owner of one of your "Albert" cars. I may tell you that its capacity has certainly exceeded my expectations, and I consider its reserve power remarkable. (Sgd.) A.L.L.

7/25

The Albert

STAND 19
OLYMPIA

The 11·9 h.p. Albert is manufactured by Messrs. Gwynne's Engineering Co., Ltd., of Chiswick, Hammersmith and Vauxhall, London.

WRITE for the BOOK of the ALBERT CAR and the Albert Service.

Sole Concessionnaires:

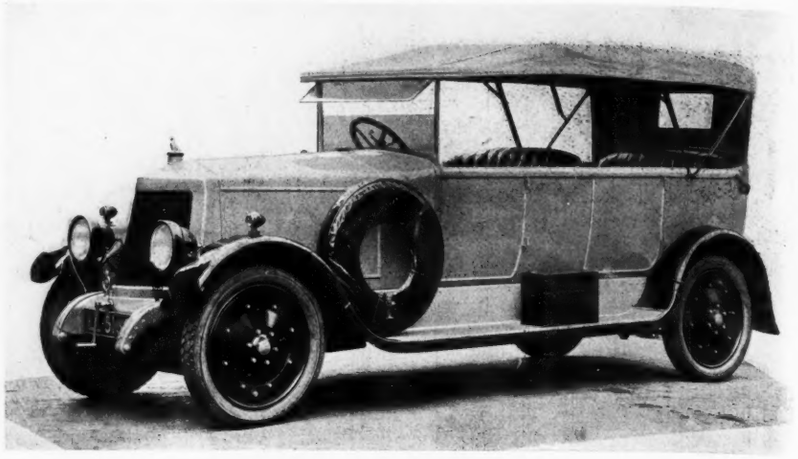
THE SERVICE MOTOR CO., LTD.,
"SERVICE HOUSE," DEPARTMENT "B,"
94, GT. PORTLAND STREET, LONDON, W. 1.

Telegrams: "Serautoco, Phone, London."
Telephones: Mayfair 3025 and 3026.

Leader of Light Cars de Luxe.

and accessibility has been carefully considered in the whole of the design, as instance of which may be mentioned the almost complete elimination of grease and oil cups from the chassis. Suspension is by semi-elliptic springs in the front and long cantilevers in the rear, the latter being adjustable to suit the load imposed upon them, and all springs are enclosed in water-proof and grease-retaining covers. Final drive to the full floating rear axle is by worm, and both brakes operate on unusually large rear wheel drums, the wheels being of the disc type and made in the same factory as the car. An interesting detail in this entirely interesting chassis is the vertical and centrally placed pivot pins of the front wheels which render steering exceptionally light and as irreversible as it is reasonably possible to get it.

The car is shown, besides in chassis form, as a touring model, a town saloon, a coupé saloon and a landaulette, the bodywork in all cases being made by the Burlington Carriage Company, Limited, a subsidiary concern to Armstrong-Siddeley Motors, Limited, occupying a portion of the same factory. The seven-seater landaulet is a good example of the luxuriously appointed carriage for town or country use, and it is most luxuriously equipped with "companions," speaking tubes to the driver, etc.



THE ARMSTRONG-SIDDELEY TOURING MODEL.

THE ARROL-JOHNSTON. THE new model Arrol-Johnston car has undergone a few important modifications in detail construction, mainly with the idea of improving the car's ability to stand up to modern road conditions and also to withstand the increased power output now obtained from the engine. The springing is now by three-quarter elliptics in the rear instead of full elliptics, and the back axle has been strengthened.

The engine is a four-cylinder with the cylinders cast in pairs and having a bore and stroke of 80mm. by 120mm., the R.A.C. rating being 15.9. The clutch is of an improved type consisting of three substantial metal plates, two of which are lined with Thermoid, held in frictional contact with each other by spring pressure, and the whole unit can be dismantled without interference with either engine or gear-box. Also the engine, clutch and gear-box form a single unit, although each is independent from the point of view of accessibility. Four speeds and reverse are provided by the gear-box, in which all the shafts run on ball bearings, and the lay shaft is situated directly beneath the main shaft and well below the oil filler. The propeller shaft is enclosed in a torque tube and conveys the power through a spiral bevel to a full floating rear axle. The springs are semi-elliptics in the front and, as already stated, three-quarter elliptics in the rear, and the road wheels are for 815mm. by 105mm. tyres. All brakes operate on the rear wheels in dust-proof drums 15ins. in diameter and having radiating fins on their rims. The electric equipment is by C. A. Vandervell.

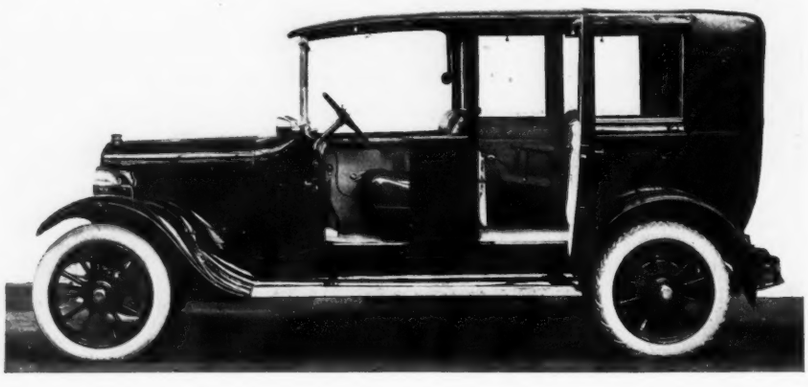
The car is shown complete with two types of body, the ordinary touring body and the special Arrol-Johnston all-weather body, which weighs but 50lb. more than the ordinary touring body. The Arrol-Johnston all weather body is undoubtedly an interesting construction in that it is very easily converted from a closed to an open body, and its simplicity of working parts and the lack of minor attachments and springs reduce the cost of its maintenance to a minimum.

AUSTIN TWENTY. COMPLETE satisfaction with a well tried model is evidenced by the Austin exhibit. There is no important change in design in this popular British mass-produced car, and the makers also announce that there is to be no change in price. The engine, although rated at 22.4 h.p., has a b.h.p. output of no less than 45 at 2,000 r.p.m. Its cylinder head is detachable, and one of the few modifications in design that have taken place is connected with the construction of the crank case, which is now cast in one piece. Also, instead of the gauge glass to indicate the oil level, there is now provided a dipper rod with collars on it to indicate minimum and maximum oil levels. The fan is driven by a belt from the crank-shaft, as also is the dynamo by a separate belt. The drive of the magneto has been simplified, and finer adjustment of the timing is rendered possible by the improvement of a vernier coupling. The packing of the water pump can now be adjusted without previous dismantling. The engine is, as it always has been, three point suspended in the chassis frame.

The remaining important features of the Austin Twenty chassis are a single plate type clutch, a four-speed gear-box with central control, a spiral bevel final drive, and detachable wheels made in the same factory as the rest of the car for 820mm. by 120mm. tyres. The electric equipment for lighting and starting is by C. A. Vandervell.

The exhibit comprises a chassis without body, a touring car in which the driving seat is adjustable for angle and position, and the hood when not in use is carried in a special receptacle at the back of the rear seats, and there is also an ingenious and commendable innovation in the provision of a special compartment at the back of the body for the carriage of two spare wheels, a standard feature on all Austin bodies. The carriage of the spare wheel is a problem to which manufacturers seem reluctant to give the attention it deserves, and we would that others would emulate the Austin example. The Austin coupé is a smart vehicle with accommodation for four, and excellently finished. The exhibit is completed by an Austin landaulet.

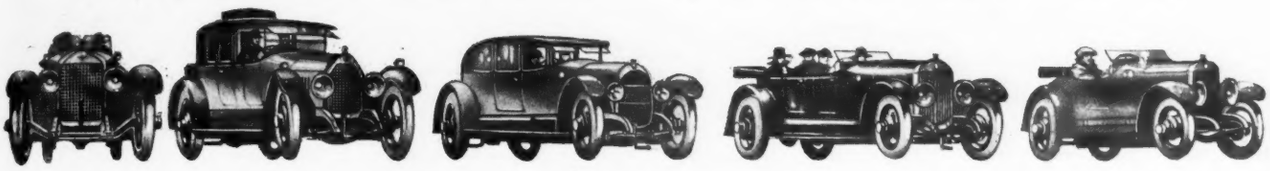
THE BELSIZE. THAT pioneer British firm, Belsize Motors, Limited, of Manchester, have only one model for their next season's programme, as was the case last year. This has a four-cylinder engine which the makers call a 15 h.p., although the bore and stroke are 90mm. by 120mm., giving a Treasury rating of 20.1 h.p. The chassis is throughout a thoroughly sound engineering production. The cylinders are cast *en bloc*, water circulation is by pump; ignition by magneto, and carburation by Zenith carburettor. The clutch is of the cone type; the gear-box gives four speeds and reverse, and final drive is by straight bevel. The steel detachable wheels are for 815mm. by 105mm. tyres, and electric equipment is by Rotax.



THE AUSTIN LIMOUSINE LANDAULET.

THE BRITON. BRITON cars are exhibited in two models, the first being a light car with a four-cylinder monobloc engine having a bore and stroke of 63mm. by 110mm., and an R.A.C. rating of 9.9 h.p. Ignition is by magneto and carburation by Zenith carburettor controlled entirely by the foot accelerator. The clutch is of the single plate type with special fabric discs and, with engine and gear-box, forms a single unit, the latter component providing three forward speeds and reverse and having a centrally disposed gear lever. Final drive to the back axle is by worm, and the back axle is full floating, the shafts taking none of the weight of the car. The springs are semi-elliptics all round, and the wheels are steel detachable for 28ins. by 3ins., or 700mm. by 85mm. tyres. The foot brake operates on a drum behind the gear-box, and the hand brake works on rear wheel drums. The

MOTOR SHOW—OLYMPIA 1920



The remarkable reputation of

DUNLOP TYRES AND WHEELS

and their undoubted influence on the development of car-design make an inspection of our products a necessity.

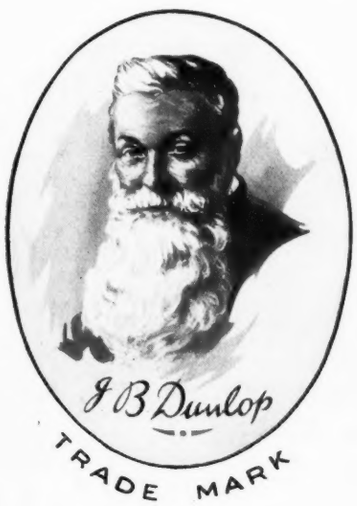
DUNLOP MAGNUM TYPE TYRES, BEADED EDGE.
The latest and best development of the tyre that made motoring possible: in all standard sizes.

DUNLOP MAGNUM TYPE LIGHT CAR TYRES.
In new British standard sizes.

DUNLOP STRAIGHT SIDE CORD TYRES.
Made in all standard sizes.
A full moulded tyre with special rubber non-skid tread, built on Dunlop multiple cord casing.

DUNLOP RIMS FOR BEADED EDGE AND STRAIGHT SIDE TYRES—the latter having removable side flange.

THE DUNLOP RANGE OF DETACHABLE WHEELS
for every requirement and taste:—
Wire Wheel.
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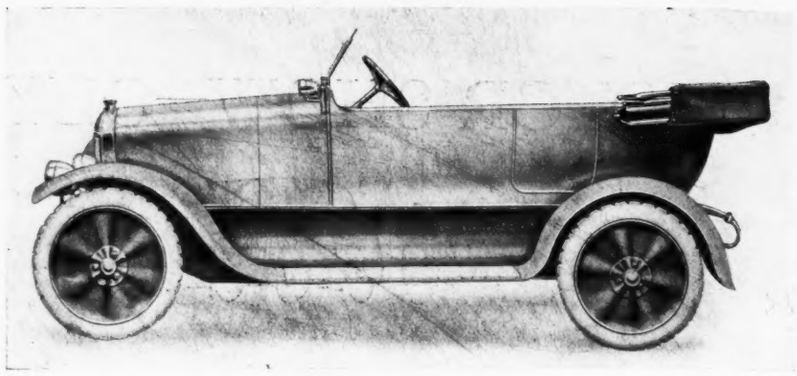


DUNLOP MOTOR TYRE ACCESSORIES of every description, designed for economy and convenience.

STAND 221

two-seater body with which the car is fitted as standard is made detachable from the dash without disturbing any of the electrical or other equipment fitted to the facia board. Brolt electric lighting and starting is standard.

The larger Briton car also has a four-cylinder engine, but the cylinders are cast in pairs and have a bore and stroke of 68mm. by 120mm., and an R.A.C. rating of 11.3 h.p. The clutch is of the cone type of aluminium, lined with a special cotton fabric material. Three speeds and reverse are provided by the gear-box, and the back axle has bevel final drive, the remainder of the chassis features being similar to those of the smaller model, except that the tyre size is 30ins. by 3½ins., another interesting example of the adoption of inch-sized tyres by an old-established British maker.



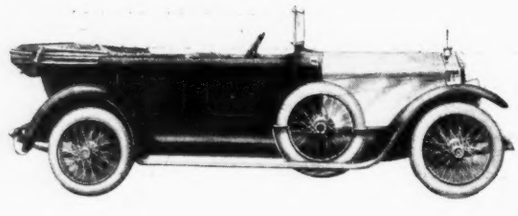
THE FOUR-SEATER 12 H.P. BRITON.

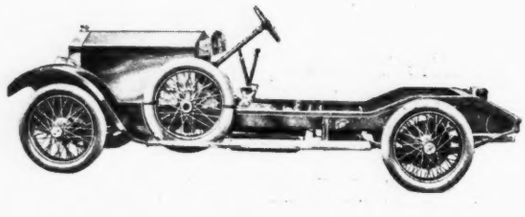
THE CALCOTT. THE Calcott has always been an important member of the small car community, and it is significant that although its engine has always been a trifle above the limit of the official light car classification, it is now increased in size still more. The bore is now 69mm. instead of 65mm., the stroke being 110mm., giving a total capacity of 1,645c.c. The timing gear is now operated by silent chain instead of timing wheels; the radiator is larger and the dynamo is mounted under the bonnet on the off-side of the engine, being operated by silent chain from the cam-shaft. The gear-box and back axle have been suitably strengthened to take the extra load which the car is now intended to handle. The clutch is of the metal cone type enclosed in the fly-wheel and having a special lining, and it is adequately protected from dust and water by a cover which also encloses the universal joint of the clutch shaft. The gear-box is attached to an under frame by three bolts, making for a considerable improvement in case of removal when necessary, and in the operation of the gear-box the striking rods are mechanically interlocked, rendering it impossible to engage two gears at the same time. The gear lever is carried to the right hand of the driver and operates through a ball-ended reduction lever, thus obviating any binding in the sliding shaft. Straight bevel is employed for the final drive in the back axle, and both brakes operate on drums in the rear wheels, which are steel detachable for 710mm. by 90mm. tyres. The standard equipment of the car includes dynamo lighting and electric starting, and it is certain that the 1921 Calcott will adequately maintain the useful reputation established by its predecessors.

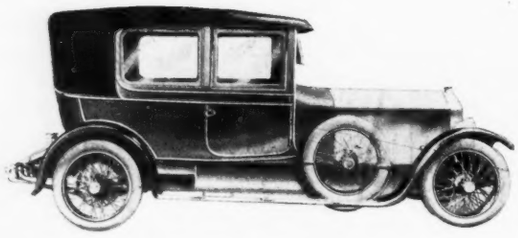


THE CALCOTT STANDARD TWO-SEATER.

THE DAIMLER CAR. IT may be opportune to remind readers that the Daimler concern of Coventry was the first in England to produce a motor car. It is unnecessary to remind anyone that the premier position they immediately took up has remained theirs ever since. No departures from last year's practice are to be seen in this year's Daimler models, which comprise three types, a Standard 30 h.p., a Light 30 h.p. and a Special of 45 h.p. Each, of course, has a six-cylinder sleeve valve engine, the bore and stroke of both 30's being 90mm. by 130mm., and of the Special 110mm. by 130mm. In general features the two chassis are very similar, except, of course, for such obvious differences as dimensions and weight. Ignition is by high-tension magneto, and the carburettor is a Daimler. The clutch is of the leather-







"BRITAIN'S PIONEER EIGHT"

GUY MOTOR CARS

STAND No. 121
OLYMPIA
Nov. 5–13, 1920.

Make a note of the following unique specialities in the construction of the

GUY 20 H.P. 8-CYLINDER CAR

1—Detachable cylinder heads, giving easy access to the pistons and valves for cleaning or removal. 2—Accessibility for valve tappet adjustments. 3—Adjustable steering column. 4—Automatic lubrication in all cases by oil, including front and rear springs. 5—Entire absence of the usually numerous grease cups.

And ask at our Stand to examine them.

GUY MOTORS LTD.
WOLVERHAMPTON.

Interview the Austin DISTRIBUTOR

for your district at

STAND 112

For the convenience of visitors to Olympia for the Motor Show, arrangements have been made for representatives of the principal Austin distributors to be at the stand at certain definite times each day. Thus the old difficulty of meeting the man you want to see—in a crowd—will be obviated.

The AUSTIN Twenty

£695

Coupé - - £850

Landaulette - £875

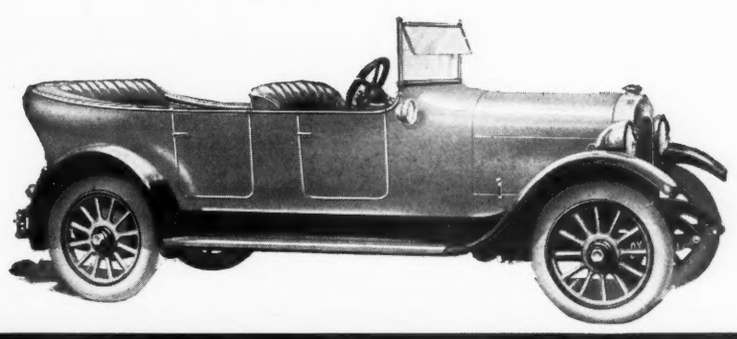
THE AUSTIN MOTOR CO., Ltd.
Head Office: NORTHFIELD, BIRMINGHAM

Telephone: - King's Norton 230
Telegrams: "Speedily, Northfield."

LONDON 479-483, OXFORD STREET, W. 1
MANCHESTER - - 130, DEANSGATE
AND AT LIANCOURT AND BRUSSELS

APPOINTMENT CHART
for Austin Enquiries

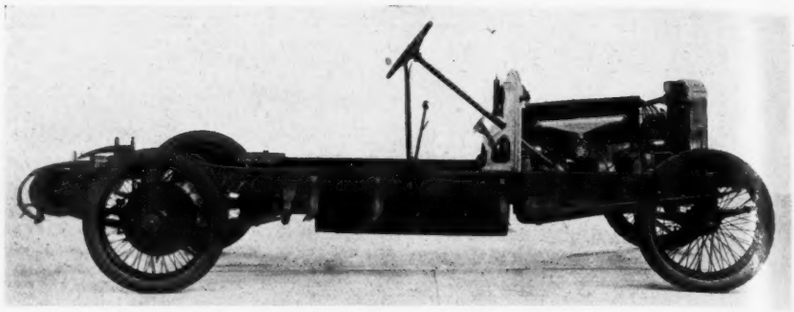
A Representative of		Will be at Stand 112 to answer enquiries, at
William Vincent,	Reading	11 a.m. to 12 noon
Southerns Limited,	Bolton	do.
Fife Motor Company,	Dunfermline	do.
Taggarts,	Motherwell	do.
Wicliffe Motor Company,	Stroud	do.
H. J. Croft.	Kendal	do.
Stout's Motor and Cycle House	Egremont	do.
W. R. Sanders (1920) Ltd.	Buxton	12 noon to 1 p.m.
Geo. Main & Company,	Leicester	do.
Pytchley Autocar Company,	Northampton	do.
James Taylor,	Barnsley	do.
A. U. Greer,	Northallerton	do.
Lacys Limited,	Dewsbury and Leeds	do.
Hollindrake's Automobile Co.,	Stockport	do.
LUNCH	... ...	1 p.m. to 2 p.m.
Mann, Egerton & Company,	Norwich	2 p.m. to 3 p.m.
James Howell & Company,	Cardiff	do.
R. M. Wright & Company,	Lincoln	do.
A. R. Atkey & Company,	Nottingham	do.
L. E. Taylor,	King's Lynn	do.
T. Norton Limited,	Llandrindod Wells	do.
T. Greenwood & Sons,	Halifax	do.
Central Garage Limited,	Bradford	3 p.m to 4 p.m.
Hampshire County Motor Co.,	Bournemouth	do.
Rootes Limited,	Maidstone	do.
Car Mart Limited,	297-9, Euston Road, London, N.W. 1	do.
D. Carlaw & Sons,	Glasgow	do.
Lookers Limited,	Manchester	do.
Harris & Hasell Limited,	Bristol	4 p.m. to 5 p.m.
Murray & Charleton.	Newcastle-on-Tyne	do.
G. Heath Limited,	Birmingham	do.
H Ferguson Limited,	Belfast and Dublin	do.
Moir & Baxter,	Edinburgh	do.
City Car Agency,	34a, Queen St., Cannon St., London, E.C.	do.
R. F. Fuggle Limited,	Bushey Heath	5 p.m. to 6 p.m.
Hartwell's Garage,	Oxford	do.
Nicholson Bros.,	Grimsby	do.
E. R. Stickland & Son,	Gillingham	do.
Course & Son,	Bedford	do.
F. A. Standen,	St. Ives	do.



faced cone type, and the gear-box gives four forward speeds and reverse, transmitting the power to a Lanchester worm-driven back axle. The Daimler is unique among chassis in the Show in that its brakes are all of the external contracting type, but a very useful departure is made in that the foot brake operates on the rear wheel drums and the hand brake on the drum behind the gear-box. Suspension is by semi-elliptic springs in front and three-quarter elliptics in the rear, and the detachable wire wheels are for 895mm. by 135mm. tyres in the case of the Standard 30, 880mm. by 120mm. in the case of the Light 30, and 895mm. by 150mm. in the case of the Special 45.

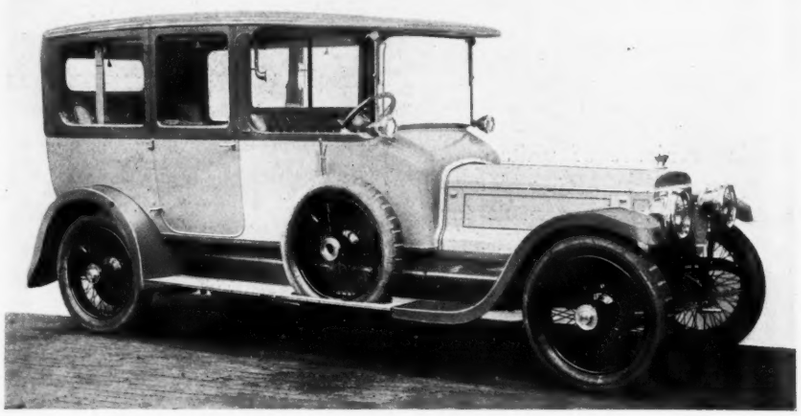
The actual exhibits at the Show comprise a Light 30 chassis fitted with a four-seater coupé cabriolet body by William Cole and Sons, Limited, as the Daimler Company themselves do not standardise coachwork for this chassis, although they are in a position to supply several types of four-seater bodies specially built for it. The Standard 30 is exhibited with a landaulet body which is a standard production of the Daimler Company, as also is the limousine shown on the Special 45 h.p. chassis, the fittings of this body being silver plated throughout and the colour scheme being worked out in grey, even to the steering wheel and valances.

It is perhaps worth mention that in externals the Light 30 is distinguished from its stable mate, the Standard 30, by the absence of the usual Daimler radiator cap, the filling cap for the Light 30 model being situated under the bonnet and thus giving to this chassis a characteristic appearance. Somewhat strangely, perhaps, the Light 30 is stated by the company to be the fastest of the three cars, thus incidentally providing a very interesting comment on the significance of the power to weight ratio and the fallacy of judging the probable road performance of a car by the horse power of its engine alone.



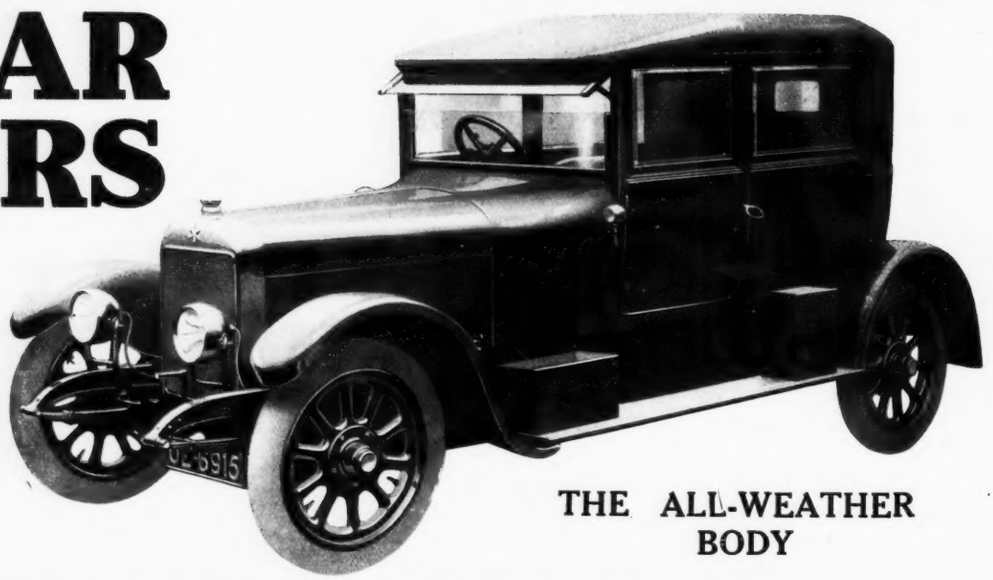
THE DAIMLER LIGHT THIRTY CHASSIS.

DELAUNAY-BELLEVILLE CARS. THE Delaunay-Belleville cars have always occupied a premier place in automobile design, and they were, of course, one of the pioneers of motor cars as they are to-day. The engine is a six-cylinder, embodying two separate blocks of three, the valves being arranged side by side, all, of course, on the same side of the engine. A



THE DAIMLER SPECIAL FORTY-FIVE SALTLEY LIMOUSINE.

STAR CARS



THE ALL-WEATHER BODY

The "STAR" all-weather car is a new development in enclosed construction. The design is such as to give a Saloon type interior (as on enclosed car) with the advantage of the open touring model when desired.

Exceptionally large windows are fitted all of which drop neatly into the body. The door and window pillars fold with the hood, lay straight, and with a minimum amount of overhang.

Due to the admirable design of the collapsible hood, the change from the open to closed position can be made with very little effort, and in either position is perfectly rigid and free from all rattle.

From the illustration it will be seen the lines of this car are perfect.

Write for literature and illustrations giving full range of body work fitted to the "STAR" 15·9 h.p. and 20·1 h.p. Chassis.

THE STAR ENGINEERING CO., LTD. :: WOLVERHAMPTON

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IRELAND—C. F. Huet, 106, Mid Abbey Street, Dublin. SCOTLAND—Rossleigh, Ltd., 107, Vincent Street, Glasgow.
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THE C.C.C. ON A DAIMLER "LIGHT 30" CHASSIS

Cole

Coachwork at Olympia

The Cole Coupé Cabriolet is the crowning achievement of the historic house of Wm. Cole & Sons, Ltd. It is the original, and still incomparably the most perfect, all-purpose body. Opened and closed by a single spring action, it provides entire protection, or complete enjoyment of the open air, as the weather dictates. The "Cole-Imperial" series carries out in each design the spirit of the firm, and each body is a triumph of craftsmanship.

STAND No. 101

will display a "C.C.C."—to give the Cole Coupé Cabriolet its familiar abbreviation—on two chassis: a Daimler "Light 30" and a Charron.

The Beautiful Cole Portfolio, showing the complete range of body designs in the "Cole Imperial" series, may be had at the above stand.

STAND No. 73

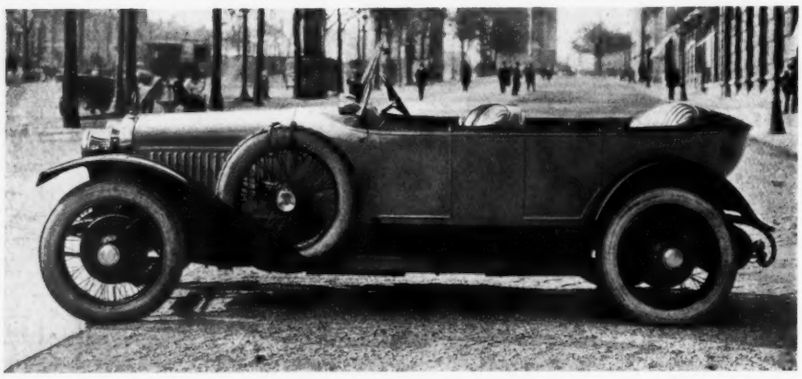
(Daimler Stand) will also display a "C.C.C." on a Daimler "Light 30" chassis, and

STAND No. 113

(Renault Stand) will show a "Cole-Imperial" 2-door saloon on a Renault Chassis.

Wm. Cole and Sons Ltd
235, Hammersmith Rd London, W.6.
Telephones: Hammersmith 1413-4-5

COACHBUILDERS TO THE ROYAL FAMILY
PRIZE MEDALLISTS PARIS 1867
LONDON 1862 1873

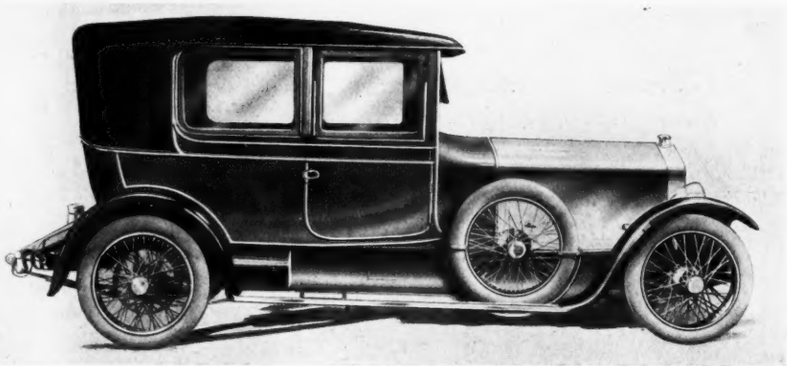


THE TOURING MODEL DELAGE.

departure is made in the dynamo drive in that this is by means of a silent chain from a pinion mounted on a forward extension of the crank-shaft. Another departure in the engine design is in the carburation arrangements, the carburettor being double bodied and carrying two main jets, each feeding a group of three cylinders, while there is a single slow-running jet for the whole six. Four speeds and reverse are provided by the gear-box, in which the constant mesh and the third speed pinions have helical teeth in order to ensure maximum silence.

THE DELAGE. THE six-cylinder Delage undoubtedly deserves to rank among the premier exhibits of the Show. It is a French chassis of which the detail work is of a very high standard, both from the point of view of design and quality of execution. The engine is a six-cylinder with a bore and stroke of 80mm. by 150mm., and an R.A.C. rating of 28.3 h.p. Ignition is by S.E.V. magneto and carburation by two Zenith carburettors. The clutch is of the multiple steel disc type, the gear-box gives four forward speeds and reverse, and the R.A.F. wheels are for 895mm. by 135mm. tyres. The operation of the brakes on all four wheels of this chassis gives it a unique technical interest, and not a little of the credit for the recent record tour of France of 3,120 miles in just over six days is claimed for this Perrot braking system. In England the makers are represented by the London-Parisian Motor Company, who are also exhibiting the Hotchkiss car.

THE GUY. HAVING but recently dealt with the Guy eight-cylinder chassis, we will be content with but a brief review of the exhibit of this firm. On the stand there is a Guy chassis without body, a touring car and a four-seater coupé cabriolet, this latter forming the subject of our illustration. For the benefit of any who did not see our description of the Guy chassis, we may repeat that its main features are an eight-cylinder engine with a bore and stroke of 72mm. by 125mm., and an R.A.C. rating of 25.7 h.p. Also, and hardly of less interest than the eight-cylinder engine, of which the Guy is the only British example, the chassis has a



THE GUY CABRIOLET.

The CLASSIC CALCOTT

Stand No. 36 Olympia

THERE is a special appeal in the CLASSIC CALCOTT to substantial, well-to-do people who consider their comfort and appreciate "Quality." The CLASSIC CALCOTT is built for those people who are sure of themselves and their position, and who seek luxury in service as well as in appearance.

FOR the fullest service, the ideal family car is one that a lady can drive as easily as a gentleman, and without tiring. It must be distinctive in appearance—suitable for the morning's shopping or for afternoon or evening use, and have the seating capacity to provide for the week-end or holiday tour. To those who know and appreciate these points, the CLASSIC CALCOTT is the highest material expression of these ideals.

Illustrated Catalogue sent upon request

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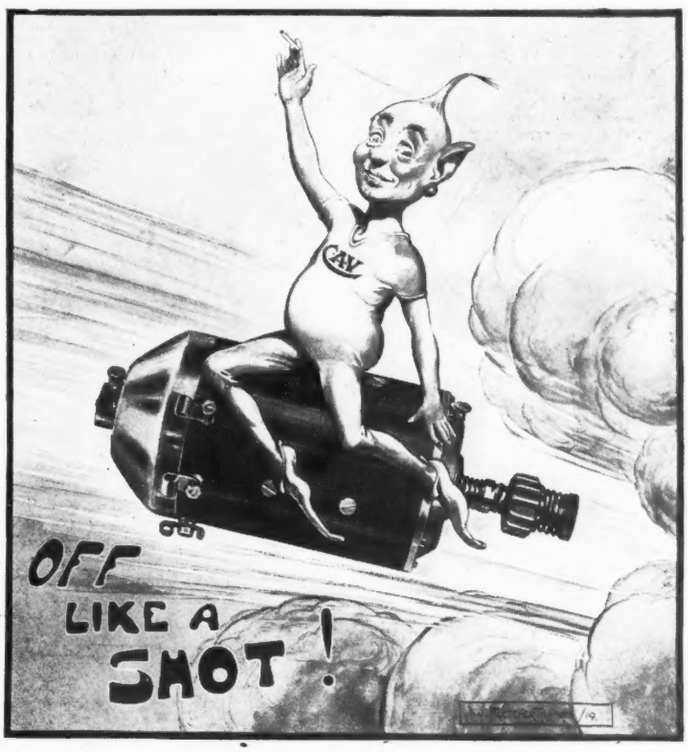
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STAND 160
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The

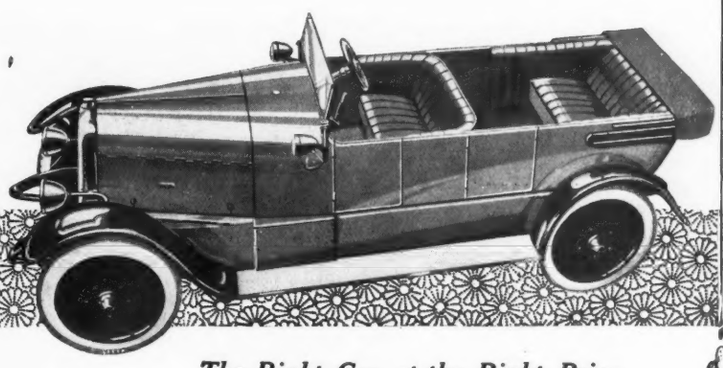
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THE RIGHT CAR AT THE RIGHT PRICE

BRIEF SPECIFICATION: Engine, four cylinder 80 m.m. × 140 m.m., four speed gate change and reverse. Overhead worm-driven back axle, wheel base 10ft. 6in., road clearance 10½in., 815. × 105. Belgam Rubber Non-Skid Tyres. Four-seater touring body painted grey. Wind screen, one man hood. Five wheels, four tyres. Electric lighting and starting set. Complete equipment of accessories.



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The Right Car at the Right Price

J.C.F./M./2

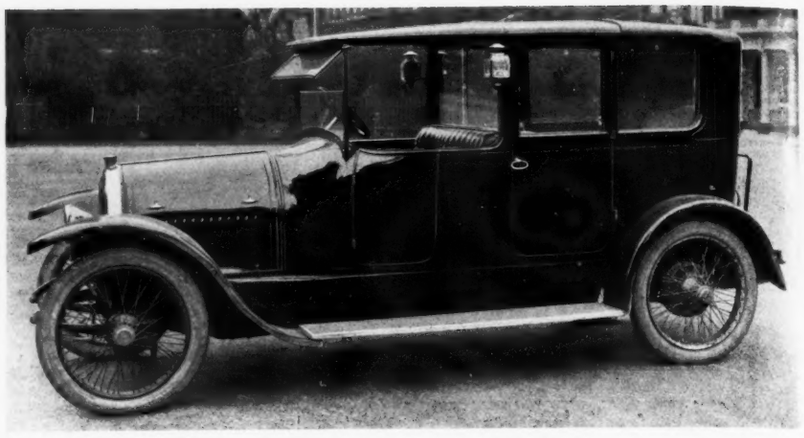
complete and efficient automatic lubrication system, there being no grease cups or lubricators on any part of it. Another specially attractive Guy feature is the clutch, which, although apparently of the conventional cone type, is remarkably light in operation. The gear-box gives four forward speeds and reverse, and the back axle has spiral bevel final drive. The suspension is by semi-elliptics all round, and the detachable wire wheels are for 820mm. by 135mm. Dunlop tyres. Electric lighting and starting is by C.A.V.

THE HOTCHKISS CAR. THE main difference between the new and previous Hotchkiss models is in the adoption of cantilever rear springs. The engine is a four-cylinder monobloc with a bore and stroke of 95mm. by 140mm., rated at 22.4 h.p., although the maximum brake-horse-power is 42. The clutch is of the leather-faced cone type, and the gear-box gives four forward speeds and reverse. Final drive in the full floating back axle is by spiral bevel, and the front springs are semi-elliptics over set to the main chassis frame, while the rear springs, as already stated, are cantilever, the suspension arrangements being completed by R.A.F. detachable wire wheels for 895mm. by 135mm. tyres. The electric lighting and starting equipment is by S.E.V.

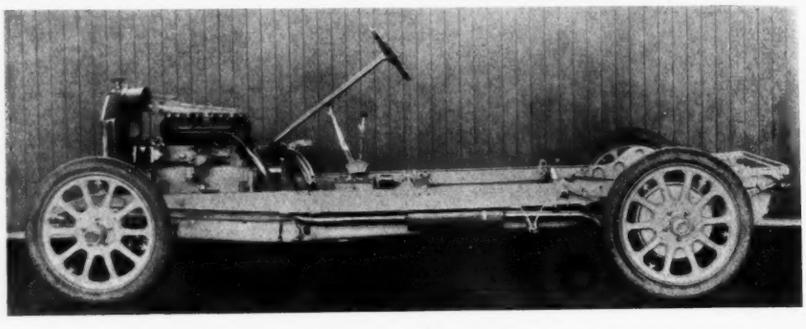
THE HUMBER. NO changes are to be recorded in Humber models for next year, the programme consisting of the 15.9 h.p. and the smaller, but equally popular, 10 h.p. models. The Humber is, perhaps, one of the most popular British cars of its two types, and nothing but expressions of satisfaction are heard on all sides from owners of either of its models.

The larger car has a four-cylinder engine with a bore and stroke of 80mm. by 140mm., a totally enclosed leather cone clutch, a four-speed gear-box and straight bevel final drive to the full floating rear axle. The springs are semi-elliptics all round, and the steel detachable wheels are for 820mm. by 120mm. tyres. The electric equipment is by C. A. Vandervell.

The smaller model has a four-cylinder engine with a bore and stroke of 65mm. by 120mm., rated at 10 h.p., and the main



THE HOTCHKISS LANDAULET LIMOUSINE.



THE HUMBER 15.9 H.P. CHASSIS.

The BEAN is the lowest priced 11·9 Car on the market. In addition to being low priced it is economical to run—a robust car that stands up to hard use and will ordinarily do 35 miles per gallon.

PRICE REDUCTIONS

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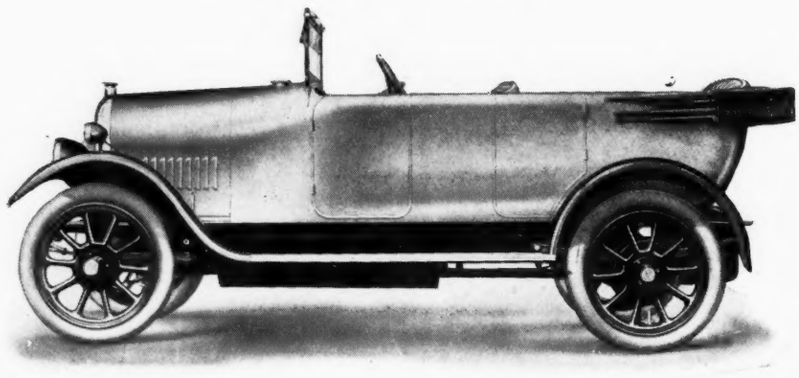
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11·9 Bean

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The Bean Exhibit is not at OLYMPIA—but at

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AT THE SHOW

To use an "Exide" Battery in your car, is the best way to appreciate its many points of superiority over other batteries. If you haven't got an "Exide" yet, call and see about it

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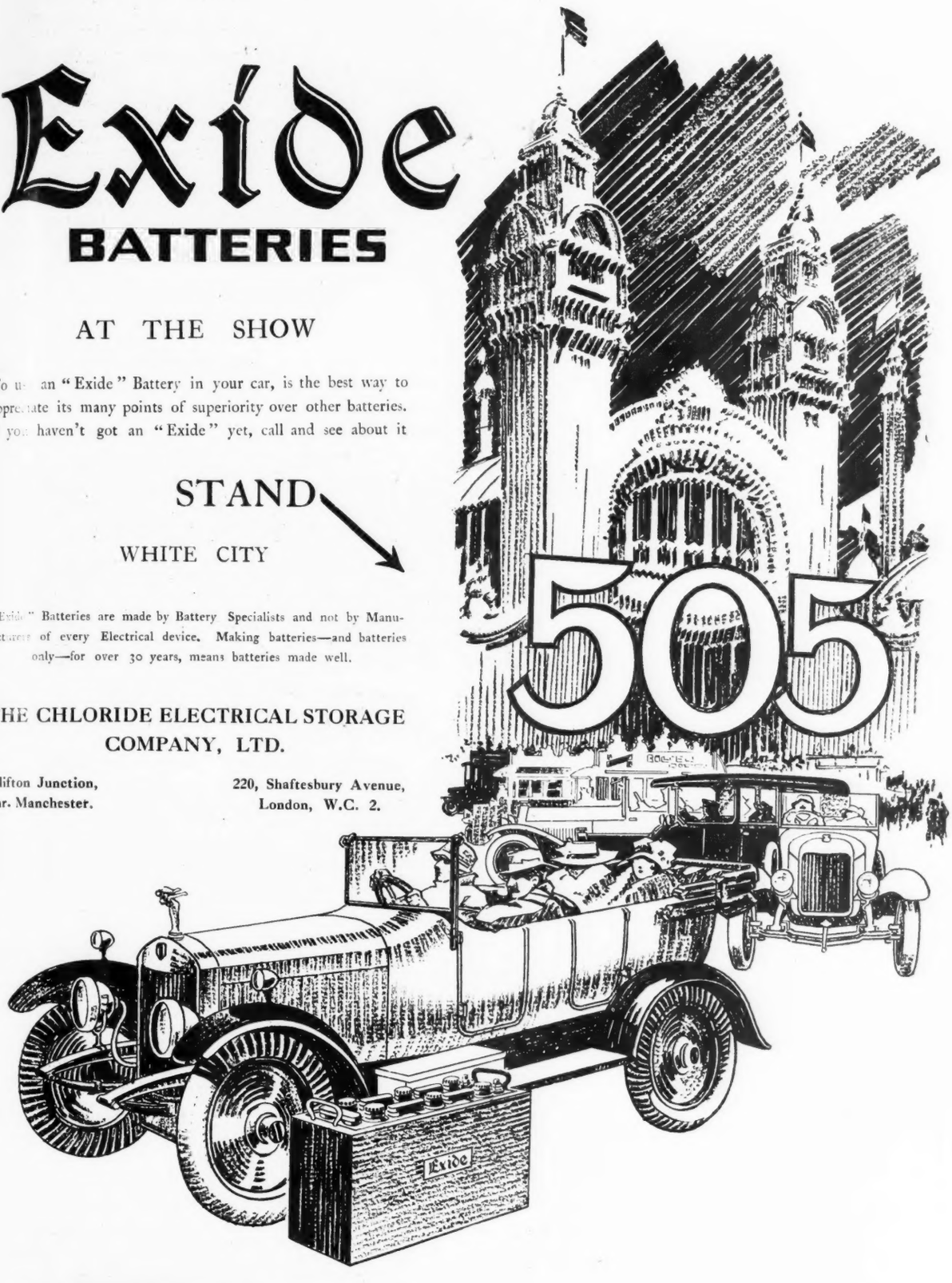
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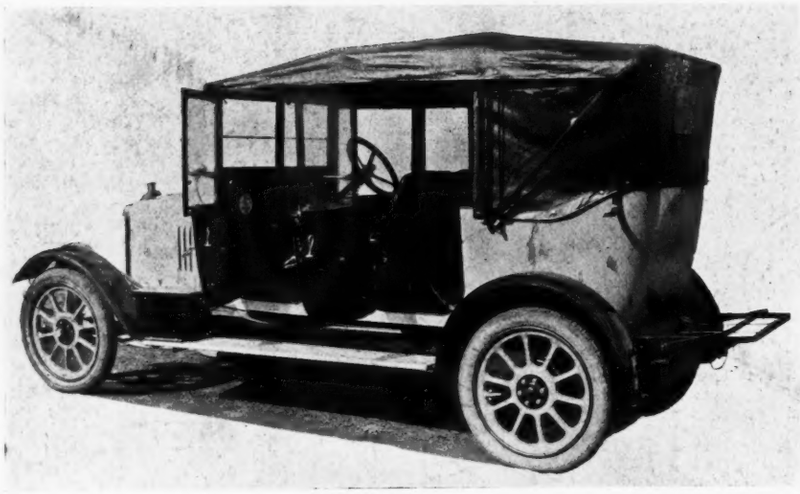
220, Shaftesbury Avenue, London, W.C. 2.



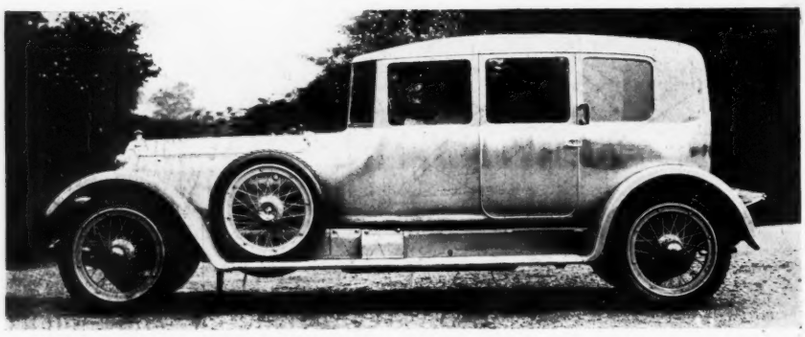
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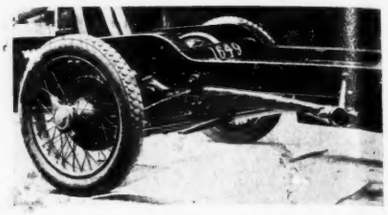
THE STANDARD 11.6 H.P. FOUR-SEATER, SHOWING THE HOOD ERECTED AND THE DETACHABLE SIDE CURTAINS IN POSITION WITH THE DOORS OPEN, DEMONSTRATING HOW THIS TOURING CAR CAN BE CONVERTED INTO A CLOSED VEHICLE.



AN IMPOSING EXAMPLE OF AUTOMOBILE WORKMANSHIP, THE LANCHESTER SALOON.

chassis details are the same as in the larger model with obvious differences of size, the wheels, for instance, being for 760mm. by 90mm. tyres, which is larger than the size usually adopted for this type of car, and so is a commendable departure. The lighting and starting are by Lucas.

THE LANCHESTER. HAVING recently described the 40 h.p. Lanchester, there is no need to do more than summarise briefly this superfine exhibit. The chassis is shown in a stripped form, and on this chassis the overhead valves and their mechanism are displayed through apertures cut in the aluminium cover, making clear the special lay-out of the valve operation, together with lubrication of this important detail.



The details of the Lanchester Suspension System.

Also the base chamber of the crank-case of the car is removed, and a mirror placed on the floor enables the visitor to see the crank-shaft connecting rods and lay-shaft through which the electric starter and dynamo take their drive. There is no change in the general design of the chassis, Lanchester epicyclic gears, patent worm drive and special cantilever suspension being retained.

THE NAPIER. THE Napier exhibit consists, of course, of only one chassis, a six-cylinder 40–50 h.p. It is shown in a stripped form



The Car that requires no chauffeur.

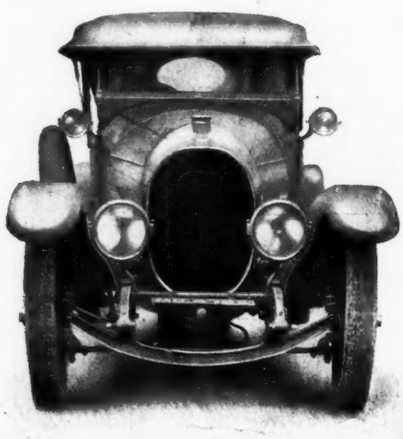
The BRITISH ENSIGN six-cylinder Chassis makes a strong appeal to those who want to drive their own car.

In *steering*, it is so light and responsive that a child may handle it.

Lubrication—as a rule the bane of the owner-driver—is in the case of the BRITISH ENSIGN virtually automatic. A man can give it the required attention in a dress suit.

Beyond this, you have every control at hand on the dash or steering column.

The BRITISH ENSIGN will crawl through city traffic or fly over the open road at more than a mile a minute—without change of gear.

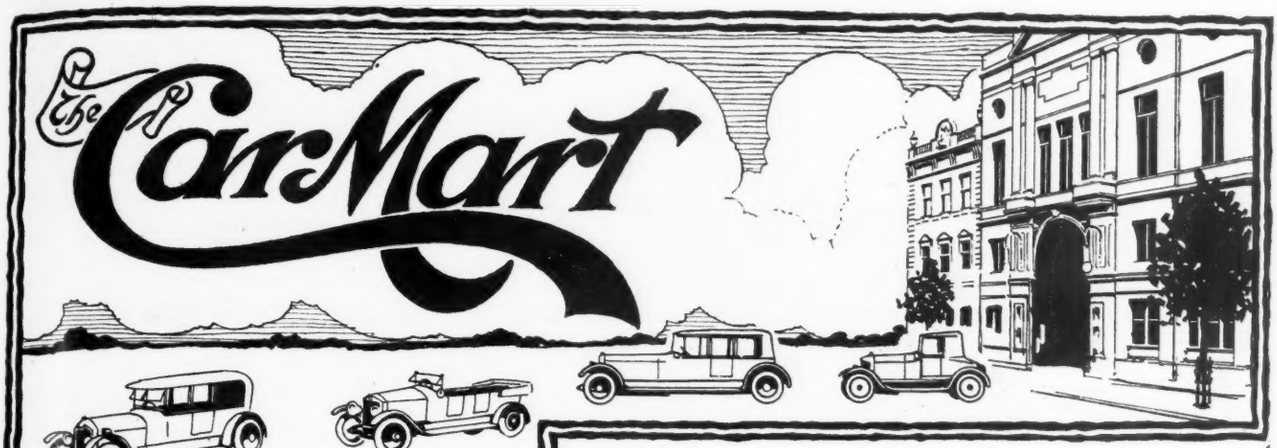


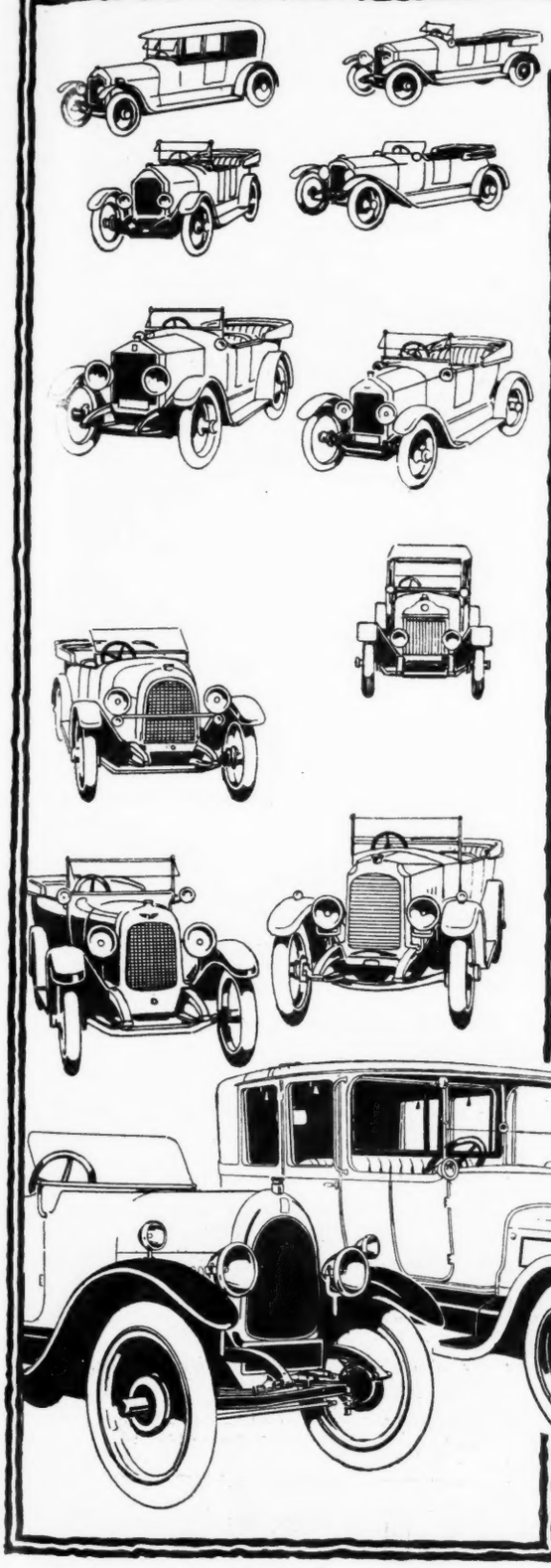
Exhibits at Stand No. 130 OLYMPIA

British Ensign Motors Limited

HAWTHORNE ROAD WILLESDEN GREEN

LONDON, N.W.10





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Telephone: Museum 2000. Regent 2612.

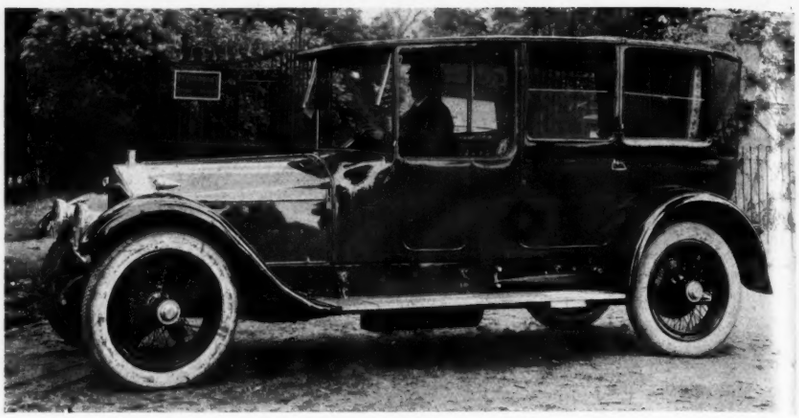
Telegrams: Karbargins, London.

A Trial Run on any make of Car.

with a polished finish and with two bodies by Cunard, one a saloon and the other a saloon landaulet. There are also Napier chassis employed by various body builders for their exhibits in both Olympia and the White City.

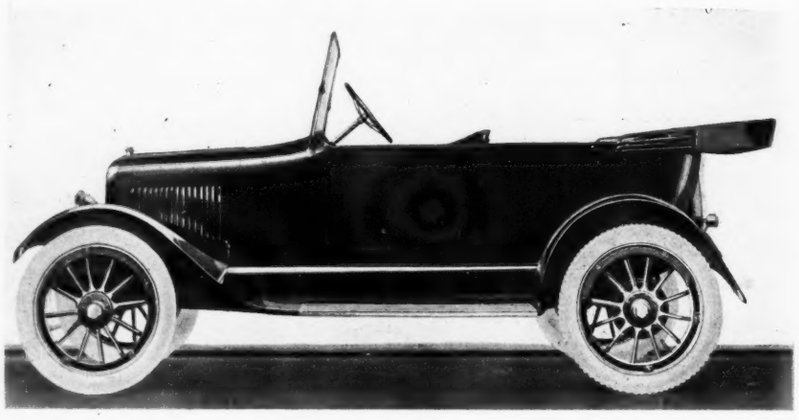
The power unit of the Napier is, of course, a six-cylinder engine, and the chassis throughout is constructed on the most luxurious lines, being among the three most expensive British productions. All the working parts of the engine are enclosed, and the valves with their actuat-ing mechanism are carried in a detachable head and are readily accessible and re- movable.

The saloon model is well suited for use as an owner-driver's car, and it provides an illustration of a characteristic of several of the larger bodies at the Show in that it has no mouldings in its construction. The fact that both wings and body panels are of aluminium besides reducing the weight of the car gives a characteristic finish to it in appearance. The road wheels are Rudge-Whitworth detachable and the electric equipment is by C.A.V. This car has been built for the personal use of Mr. H. T. Vane, O.B.E. the Managing Director of Messrs. D. Napier and Sons, Ltd., and it has, besides the main rear seat for two people, two semi-bucket seats that are independently adjustable and can be moved backwards and forwards. A novel point in this body is the position of two windows in the rear of the car, one for each occupant. Tools are accommodated in the boot incorporated in the design of the body and quite inconspicuous. The other complete car exhibited is fitted with Onward bodywork as in the case of the saloon, but it is of the torpedo touring type for six passengers.



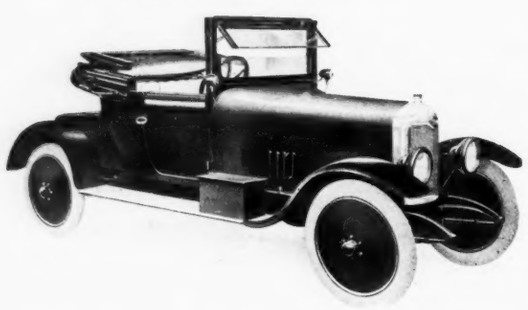
A TOWN AND COUNTRY CAR.
The 40 50 h.p. Napier limousine landaulet

THE WILLYS-OVERLAND. THE new model Overland Four is an American car for which special claims on the score of comfort are made through its unique



THE OVERLAND TOURING MODEL.

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INEXPENSIVE



The cost of running a car depends upon its performance and durability.

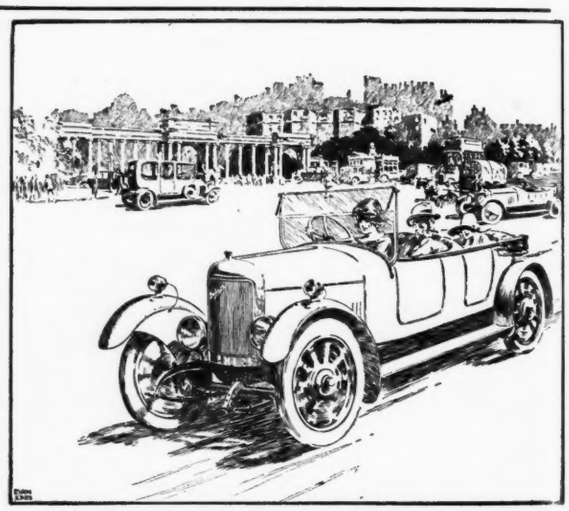
35 miles to the gallon of petrol
2,000 miles to the gallon of oil

are everyday performances of the

RILEY ELEVEN

Its durability is unrivalled by reason of the manufacturers twenty-five years of motor car building experience. The list price of the Coupé is only **£700**

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122, New Bond Street, W. 1



The Opinion of Users.—2.

A tribute from Leeds: "I have just returned from a long tour throu[gh] the South of England. You will be interested to know that the famo[us] stretch of the North Devon coast, from Ilfracombe to Minehead, w[as] negotiated with ease (3 up and luggage). The car has run like a clock—no trouble—not even a puncture."

Extract from a London letter: "I must say the car is very flexible a[nd] accelerates very well on top gear. I found an open stretch of ro[ad] on Sunday and let her go. I did easily 51 on top."

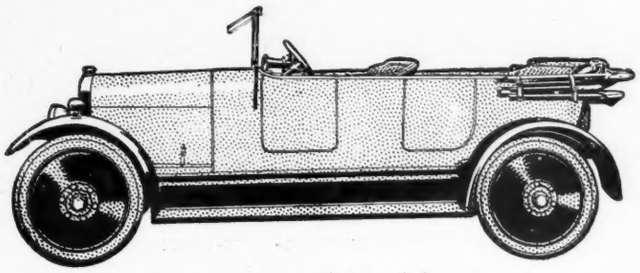
The satisfaction of a Stockport owner: "Up to now she is a 'Peac[e]' and travels faster than the driver wants her to."

The Belsize 15 Four-Seater

Illustrated Catalogue No 330, with Specifications, Illustrations and prices, free on request.

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BELSIZE
MOTOR CARRIAGES FOR 1920



PRICE £725, complete with electric lighting and starting, disc wheels, Dunlop Magnums, spare and tyre, hood screen, electric horn, etc.

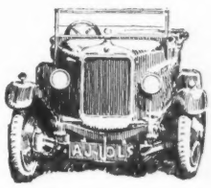
Arrol-Johnston

THE 15.9 h.p. Arrol-Johnston for 1921 is a *quality* car at almost a *mass production* price. And it shows a by no means small advance on the excellent 1920 model.

The suspension is improved to meet increased power and poor road surfaces, hand control is afforded on the steering wheel, the back axle is a 1921 model and the body is improved in many details.

Arrol-Johnston, Ltd., Dumfries.

Stand 64
Olympia



BRITON CARS

BRITON CARS



Stand No. 29 at Olympia

TO realise the wonderful improvements in general design, power and equipment of the newest models of Motor Carriages, to journey in comfort, free from all fears of engine failure and mechanical defects generally, one has only to call to mind the many vexatious breakdowns associated with motoring in its early days.

BRITON CARS embody all the newest improvements in Chassis, Engine and Body, thoroughly tested for efficiency and reliability, and motoring to-day in a Briton is indeed a pleasureable experience.

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The BRITON MOTOR Co. Ltd.,
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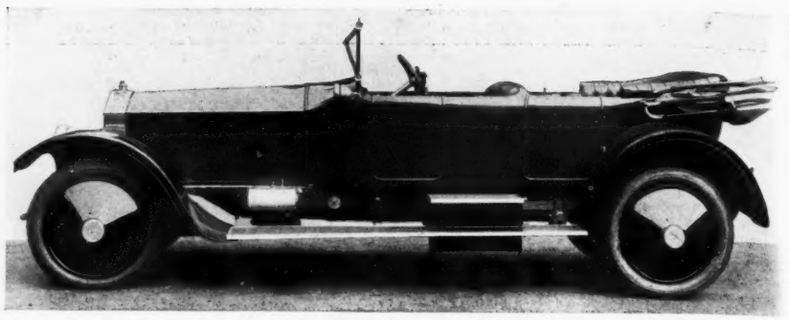
BRITONS FOR BRITONS

suspension system. This, it may be remembered, can be best described as a compromise between the ordinary suspension system employing springs parallel to the chassis frame and the transverse springing system. By the makers the springing is described as of the three point type, and its efficiency has been demonstrated by one or two remarkable "stunts" in which the Overland car has engaged, such, for instance, as high jumps into the air off a raised platform without consequent evident damage to the chassis.

The engine is a four-cylinder rated at 18.2 h.p., ignition is by high-tension magneto, and the carburettor is a Tillotson. The clutch is of the single plate type, the gear-box gives three forward speeds and reverse, having centrally disposed gear lever. Final drive to the back axle is by spiral bevel. The wheels are for 30in. by 3½in. tyres, and Autolite lighting and starting is employed. The car is exhibited in chassis form and as a complete touring car and with a Sedan body.

Also exhibited on the Overland stand is a Willys Knight Sedan, this having a four-cylinder sleeve valve engine rated at 21 h.p., pump circulation for the cooling water, and an interesting departure in that the gear lever is centrally disposed, but the hand brake is at the right hand of the driver. Also the wire wheels are employed for 34in. by 4½in. tyres.

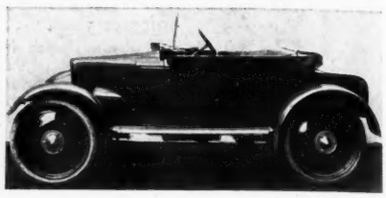
ROLLS-ROYCE. THE Rolls-Royce chassis has undergone no radical change from that shown last year and, of course, is manufactured in one type only, that having a six-cylinder engine rated at 48 h.p. Three models are shown, a limousine by Messrs. Barker and Co., which provides seating accommodation for two on the main seat and two extra seats which fold under the floor when not in use; an enclosed cabriolet, also by Messrs. Barker and Co., which provides seating accommodation for four, the two seats in front being of the armchair type; and there is an open touring car, the body being by Messrs. Hooper and Co.



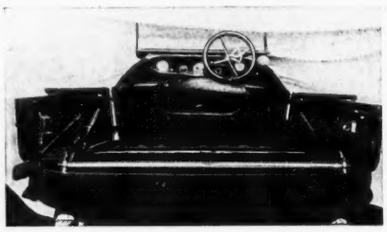
THE TOURING MODEL-ROLLS-ROYCE.

The bore and stroke of the engine are 114mm. by 127mm. Ignition is by both battery and magneto, carburation is by the special Rolls-Royce carburettor, the cone clutch transmits the power to a four-speed gear-box, and final drive is through a propeller shaft enclosed in a torque tube to the bevel-driven full floating rear axle. The detachable wire wheels are for 895mm. by 135mm. tyres in front and 895mm. by 150mm. tyres in the rear, the wheel size being, of course, the same in both cases. Naturally the Rolls-Royce suspension system by semi-elliptics in front and cantilevers in the rear is retained. The electric equipment for the lighting and starting is by Lucas, and the position of the starter has now been altered from that adopted for last year's models.

RUSTON-HORNSBY CARS. OBVIOUSLY the rumours that have recently gained ground to the effect that Ruston-Hornsby car-production was slackening very



The 8 h.p. Rover car fitted with an air-cooled flat twin engine. This is undoubtedly one of the most popular small cars at the Show.



Interesting details of Rover bodywork, namely, the method of carrying the tools on the flaps on each of the rear doors and the pocket for occasional luggage in the rear of the front seat.

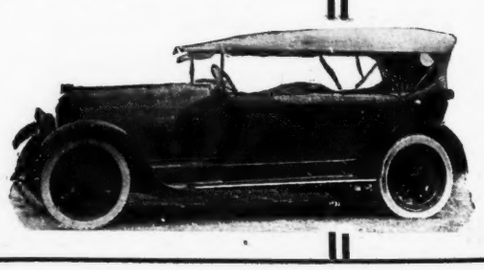
FIAT

STAND 114 OLYMPIA

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TO Motorists who demand distinction above all things—distinction in mechanical perfection as well as in atmosphere and beauty of design—the Fiat models displayed on STAND 114 at Olympia make a unique appeal.

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ISOTTA FRASCHINI

The Famous 8 Cylinder Vertical Chassis

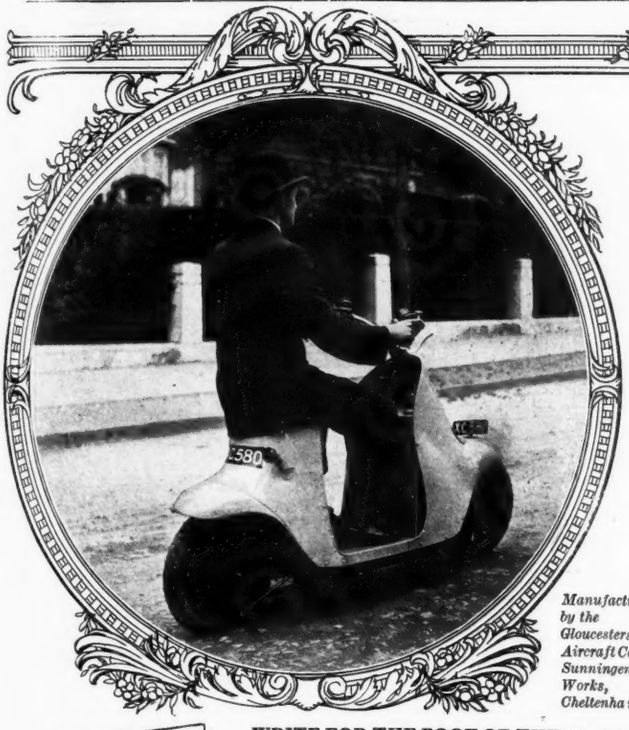
on View at Olympia

Stand No. 119

Demonstration Car
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Sole Concessionnaire for U.K. for the
1921 8 Cylinder Vertical
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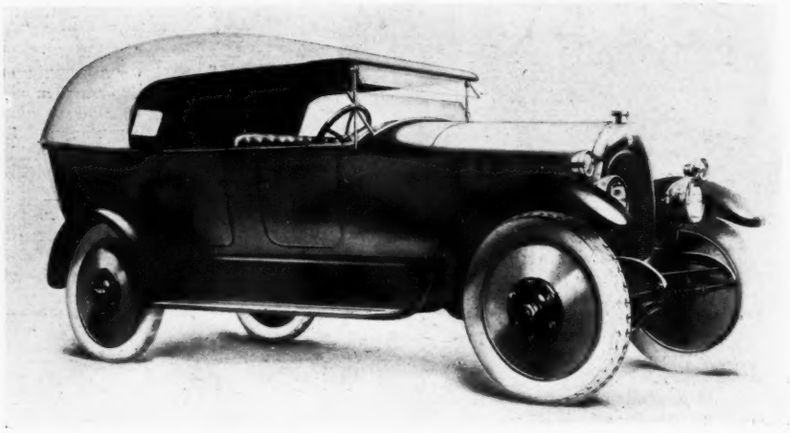
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considerably had not much foundation in fact. The cars exhibited provide evidence of progress and satisfaction with the original design. The exhibit comprises four models—the A.1, a five-seater touring car with concealed hood, a two-panel windscreen, sliding front seats ; and the A.3, the same, except for more luxurious body finish, an interior saloon body by Lawrence and Sons, and an interior drive coupé body by the Bristol Wagon and Carriage Works, Limited.

The chassis is, of course, the same in each case, the leading features being a four-cylinder water-cooled engine with a bore and stroke of 80mm. by 130mm., magneto ignition, Zenith carburettor, three forward speeds, the gear lever being in the central position, spiral bevel final drive and Michelin pressed steel wheels for 815mm. by 105mm. tyres. The electric lighting and starting equipment on the A.1 model is by C.A.V., and on the A.3 model by Brolt.



THE TOURING MODEL 16-20 H.P. RUSTON-HORNSBY.

STANDARD CARS. MUCH interest is bound to centre in the new 11.6 h.p. Standard small car. The 9.5 h.p. Standard has always been one of the most popular members of the light car class, and many owners have seen with regret this car's disappearance from the company's programme. The larger model has been introduced to cater for the demand for a chassis capable of taking a four-seater body, fully loaded, anywhere where the ordinary owner-driver is likely to want to go, and to do it without distress or evidence of being called upon to do more than it is really capable of doing. The valves are now situated overhead, so that it will be seen that the changes that have been made are more than those merely connected with increase in size, the new bore and stroke being 68mm. by 110mm. The clutch is of the single disc type, a metal driving plate engaging with an asbestos-covered surface on the flywheel. Three speeds and reverse are provided by the gear-box, at the rear of which is situated the external contracting foot brake, while the hand brake operates on the rear wheel drums. Final drive is by overhead worm, having ball bearings throughout. The wheels are steel detachable for 710mm. by 90mm. tyres.

The features of Standard body design are retained in the new model, namely, the provision of side curtains attached by means of turn buttons and opening with the door. With these curtains in position and the hood erected the ordinary Standard two-seater model has all the features of the coupé, although, of course, it is much lighter and cheaper.

SUNBEAM CARS. THE two Sunbeam models that made their first appearance at the last Show remain the programme for next year. There are four cars on the stand—a five-seater touring 16 h.p. and a semi-sporting body on a similar chassis, a 24 h.p. chassis and a 24 h.p. saloon car, this latter being a very handsome vehicle. It has extra large windows which are fitted with a mechanical raising and lowering device, and the head is of leather for the purpose of eliminating noise and rattle—a desirable detail, further enhanced by the fitting of the window grooves with velvet lining.

The 16 h.p. engine has a bore and stroke of 80mm. by 150mm., the cylinders being cast monobloc and cast iron pistons being retained. The starting motor in 1921 models is to be on the off side of the engine instead of on the near side, and it is now fitted on a bracket attached to the crank-case instead of being bolted to the frame as previously. All brakes are of the internal expanding type, the foot brake operating on a drum at the rear of the four-speed gear-box, and the hand brakes

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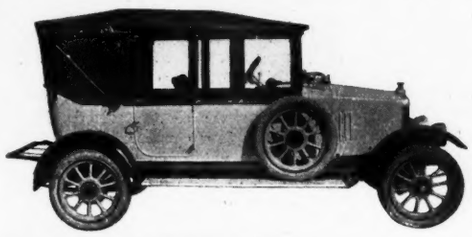
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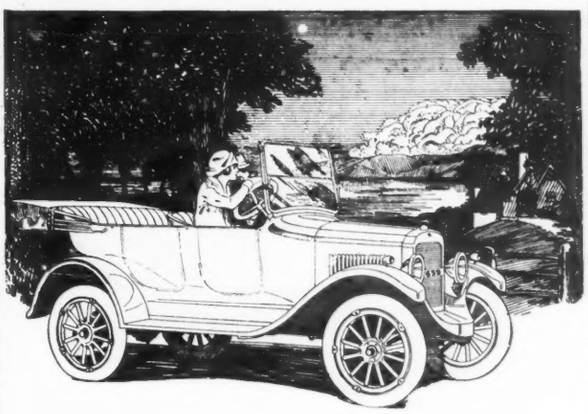
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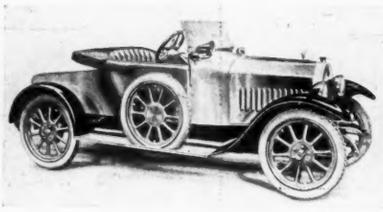
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operating on the rear wheels. The springs are semi-elliptics in both front and rear, the latter being underslung and the former off-set to the chassis side members.

The 24 h.p. chassis has its six-cylinder engine in two blocks of three, the bore and stroke being the same as for the 16 h.p., ; and the details of the engine practically identical with those of the smaller model. The mounting of the engine in the frame is, however, different, in that in the case of the larger car it is mounted on a subframe three-point suspended from the main frame—the 16 h.p. engine crank-case being bolted directly to the chassis frame. Another difference is that whereas the magneto and water pump drives form a single unit in the case of the 16 h.p. car, in the 24 h.p. model the magneto drive is by silent chain from the crank-shaft, and the pump drive by similar but independent chain from the cam-shaft. In the 24 h.p. model a continuation of the water pump spindle provides a positive drive for the dynamo, the shaft embodying two universal couplings. The 24 h.p. chassis is provided in two forms, the difference lying solely in the wheel-base length, the short wheel-based model being intended for open bodies and the long wheel-base for closed bodies.

THE SWIFT. MORE than usual interest attaches to the exhibit of the Swift Company, as this firm were the first among British manufacturers to announce a substantial reduction in price. Several examples of the 10 h.p. and 12 h.p. models are to be seen.

Alterations in the 10 h.p. chassis include an inside hand brake, an improved form of acceleration pedal, and the carburettor is now fitted with an air strangler. With the exception of minor refinements and the addition of a lighting and starting set, the chassis remains as hitherto. The 10 h.p. Swift has a four-cylinder engine of 63mm. bore and 90mm. stroke, rated for taxation purposes at 9.8 h.p. The cylinders are cast *en bloc*, and the engine is a particularly clean piece of work, the carburettor, oil pump and magneto being arranged in very accessible positions. The magneto is provided with a neat and effective means of adjustment. Thermo-syphon cooling is employed. The clutch is a leather-faced cone with springs beneath the leather to ensure sweet engagement. Three speeds and reverse are provided, the gear ratios ranging from 18.1 on first to 4.5 to 1 on top, which enables the car to climb any hill it is put to, and attain a speed of 45 miles an hour on the level. The foot brake



THE 12 H.P. TWO-SEATER SWIFT WITH DICKY SEAT.

operates behind the gear-box, and the hand brake on rear wheel drums. The springs throughout are semi-elliptics, of good length and with very little camber. The petrol consumption of the Swift "ten" works out at between 35 and 40 miles to the gallon.

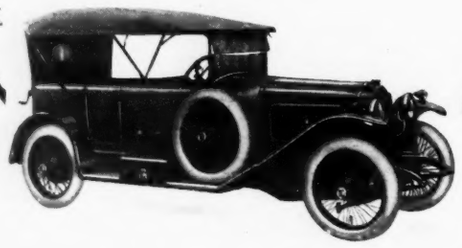
The 12 h.p. Swift has a four-cylinder engine with a bore and stroke of 69mm. by 130mm.; the gear-box gives four speeds and reverse, and immediately behind it is situated the foot brake. Straight bevel is used for the final drive to the back axle, and the electric lighting and starting equipment is by C.A.V. The steel detachable wheels are for 30in. by 3½in. tyres.

THE VAUXHALL. HAVING satisfied themselves and the public that their 25 h.p. and 30–98 h.p. models leave little room for improvement, the Vauxhall people are undoubtedly well advised in retaining them for their 1921 programme. The 25 h.p. car formed the subject of a 500-mile test that we dealt with recently, and it will be remembered that we characterised the engine as the best four-cylinder that at the time of writing we had sampled. Of the 30–98 h.p. model we have had no personal experience, but its performances in open competitive events are adequate guarantee that the car is no ordinary one, and we are hoping to deal with this model fully in due course. The exhibit comprises four complete cars—a Vauxhall-Windsor interior drive limousine, a 25 h.p. Vauxhall-Kington touring car, a Vauxhall-Velox four-seater open car on a 30–98 h.p. chassis, and a Vauxhall-Velox limousine. The bore and stroke of the 25 h.p. engine are 95mm. by 150mm. On the 30–98 h.p. the bore is 3mm. more, the stroke remaining the same.

The Vauxhall-Windsor is an interesting limousine car in that the body weighs very little more than the Kington, so that it is likely to affect but in a minor degree the road performance of the car. The joints, framing pillars, etc., depend for their stability upon design rather than upon massiveness, a feature very notable in the V-shaped front screen. The Vauxhall moving front seats facilitate access to the rear compartment. The body on the Vauxhall-Velox open car is entirely of polished aluminium, as also is the instrument-board; and this car, although primarily appealing to the owner of sporting inclinations and offering accommodation strictly limited to four people,

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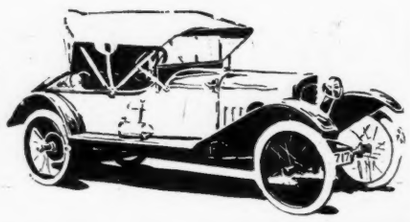
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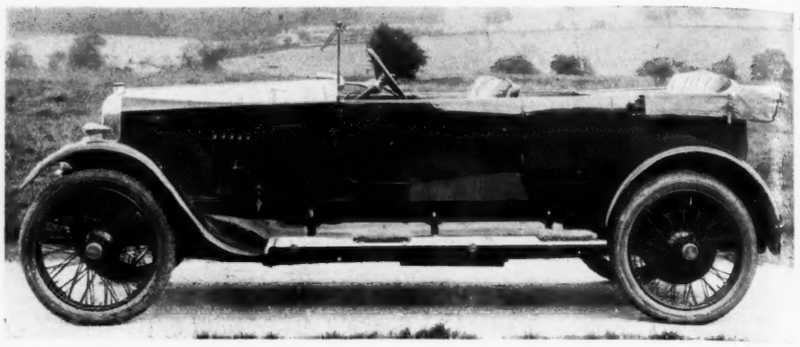
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is undoubtedly one of the centres of attraction at the Show.

The nature of the Velox chassis limits the type of closed body that may be fitted to it, and the limousine now to be seen is the first time that a closed body has been built for Vauxhall Motors for this type of chassis. The accommodation is for two in front, and the rear seat may be called either a generous seat for one or a possible seat for two.

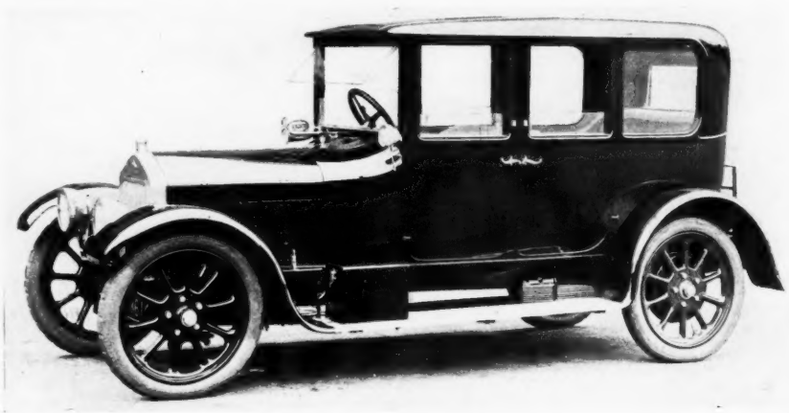


THE VAUXHALL-KINGTON TOURING CAR.

WOLSELEY CARS. THERE are three models of this famous car represented at the Show, and all three are now so well known that little needs to be said about them. The smallest is the 10 h.p., which in pre-war days was known as the Stellite, but which has now undergone considerable modification in design. The engine is a four-cylinder monobloc with a bore and stroke of 65mm. by 95mm., having overhead valves operated by an overhead camshaft and detachable cylinder head. The clutch is a multiple disc running in oil, the gear-box gives three forward speeds and reverse, worm drive is used for the rear axle and all axle bearings, both front and rear, are Timkin compound taper rollers. Suspension, both in front and rear, is by cantilever springs, and the road wheels are for 710mm. by 90mm. tyres. Both brakes operate on the rear wheels.

The 15 h.p. Wolseley, which will undoubtedly prove to be one of the most popular cars in the Show, has a high efficiency four-cylinder engine with a bore and stroke of 80mm. by 130mm., the valves being overhead operated by an overhead camshaft and a Wolseley patent driving gear, as in the case of the 10 h.p. model. The clutch is of the metal to metal multiple disc type running in oil, the gear-box gives three forward speeds and reverse and, indeed, the general specification is much the same as that of the 10 h.p. model.

The 20 h.p. Wolseley has a six-cylinder engine with a bore and stroke the same as that of the 15 h.p. model, but ignition of this car is by high-tension magneto as contrasted with battery and coil for the two smaller models. Also a further difference is that the gear-box of this, the largest model, gives four forward



THE WOLSELEY 15 H.P. SALOON.

STAND 18 OLYMPIA

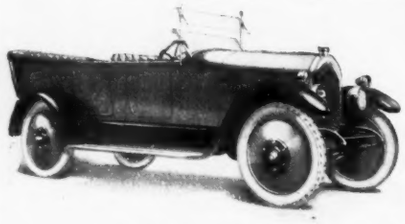
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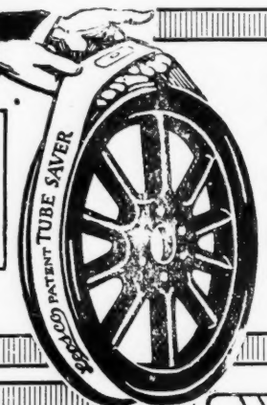
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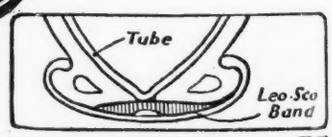
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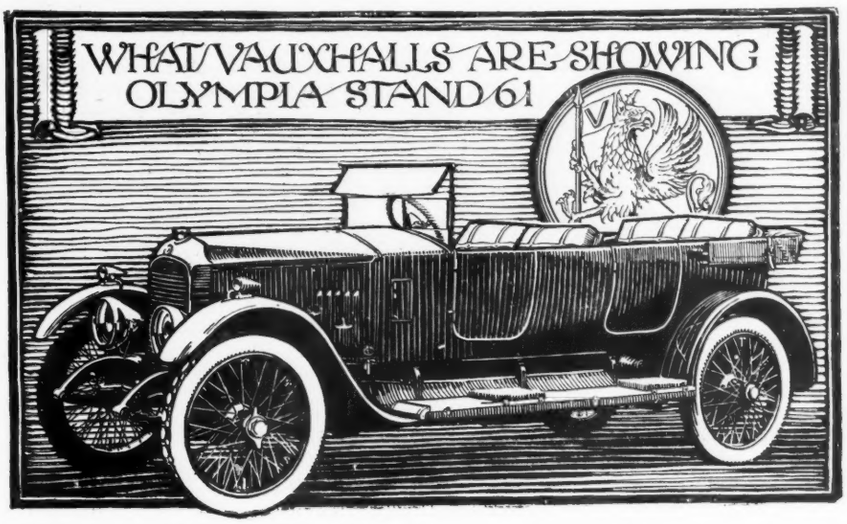
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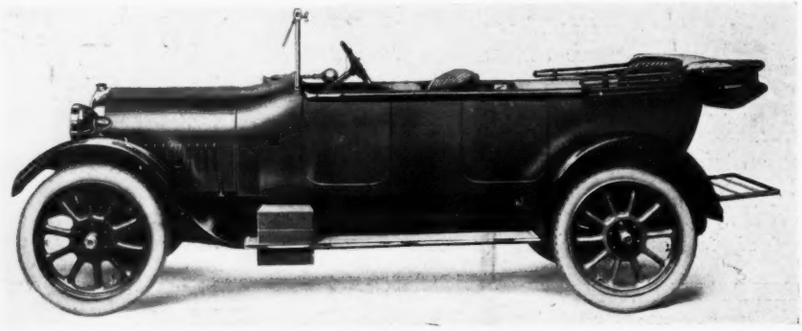
Goldbolds.

speeds and reverse, while springing is by semi-elliptics in front and compensated cantilevers in the rear.

ROVER CARS. FOUR Rover cars are on view, the 12 h.p. being exhibited with three types of body, and there is the 8 h.p. air-cooled model which is undoubtedly one of the most attractive small cars at either Show. The Rover Company appear to have achieved what many others have aimed at, but have failed in materialising, namely, a car that shall be cheap to buy and also to run, and yet at the same time shall embody a real attempt at good finish and provide adequate comfort for its occupants. It is, unfortunately, a fact that most makers of cars having air-cooled engines appear to regard the absence of water-cooling as an excuse for the absence of high-class finish, and the Rover Company are, we consider, setting a highly commendable example in making a departure from this regrettable practice. The small Rover car presents an appearance of a care in detail that makes it fit to be seen in the very best of company.

The bore and stroke of this small car are 85mm. by 88mm., the Treasury rating being 8.99 h.p., which will presumably mean a tax of £9. Ignition is by magneto, and the carburettor is a Smith. The cylinders have detachable heads, the valves being placed side by side so that the frequent cause of unseemly noise with air-cooled cars is avoided, namely, the overhead valve, which seems to present to many designers a temptation they cannot resist. The clutch is of the disc type and the gear-box provides three forward speeds and reverse, conveying the power through an unenclosed propeller shaft to the worm-driven back axle, which, of course, also incorporates a differential. The wheels are steel detachable, springing is by quarter-elliptics all round, and the tyres are 28ins. by 3ins. The gear ratios of this car are rather interesting, we think, in that they are rather on the low side as compared with other cars of similar type. This we do not by any means consider a fault, provided the engine has proved its ability to run under load without overheating, and it may be taken that a firm of such standing as the Rover Company would not make any departure in such an important matter until they had satisfied themselves that they were fully justified.

The 12 h.p. Rover car is, perhaps, the most popular of its type. The bore and stroke are 75mm. by 130mm., giving a Treasury rating of 13.9 h.p. The cylinder block has a detachable head and carburation is now by Solex carburettor. The clutch is of the disc type, the gear-box gives three forward speeds and reverse; final drive in the back axle is by worm; the springs are semi-elliptic all round and the wheels are steel detachable for 815mm. by 105mm. tyres. Interesting detail features of the new Rover models are the covering of the all-metal steering wheel by a special composition to make it warmer to the hands, and the new pattern one-man hood and a new type of wind screen with adjustable top half, to the uprights of which the head is fixed when erected. Also there is a large pocket recessed in the back of the front seat in the four-seater model which considerably improves the capacity of the car for carrying small items of luggage.



THE STANDARD ROVER 12 H.P. FOUR-SEATER.

THE BLERIOT WHIPPET. THIS cycle car is represented in five types, a standard chassis, standard car and *de luxe* model car, a sporting model and a racing car, the latter, it should be noted, not being intended as a production model for supply to the public. The power unit of this small car is a two-cylinder air-cooled engine set longitudinally in the frame, and the transmission is by means of a chain to a countershaft and thence by a belt running over a pair of expanding and contracting pulleys, thus giving an infinite variation in gear ratio. For next year the car has undergone several improvements in detail construction, the springing has been improved, the ground clearance has been increased by 2½ins., and the engine is now started by a hand lever instead of foot pedal.

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Second Announcement.

THE flattering reception of BEARDMORE MOTOR CARS at Olympia in 1919 was most encouraging.

Those responsible for BEARDMORE REPUTATION realise that the ACID TEST is reached only when Cars are in the hands of the Purchaser.

The past year has been spent in thousands of miles of Road Testing, combined with periodic examination, and the careful checking of results.

Each Model has now covered a greater mileage, under more exacting conditions, than will be demanded by the average Owner in three years of normal use.

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Hundreds of thousands of pounds have been expended in providing the most modern Precision Machinery, Jigs and Tools that the World could supply.

Production is going forward at an increasingly rapid rate.

YOU are cordially invited to inspect and express YOUR OPINION of the result of this year's work on

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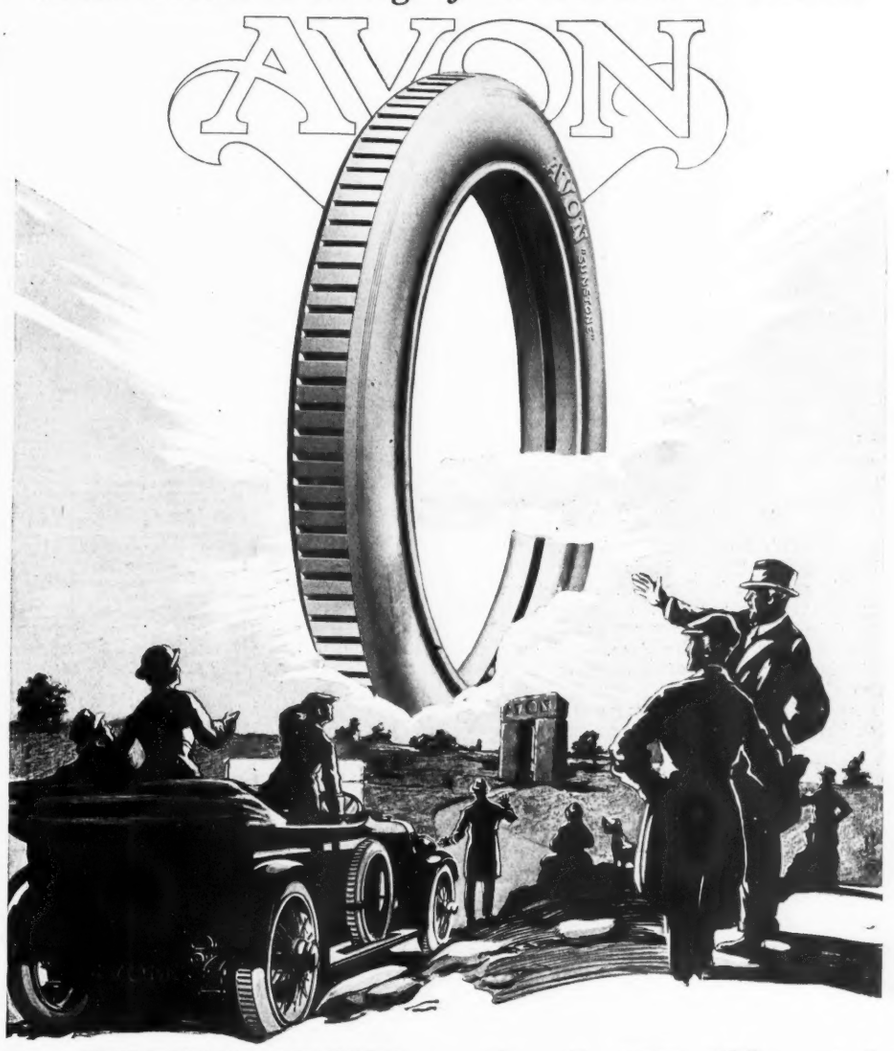
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"The Silver Lining of Motordom's Cloud"



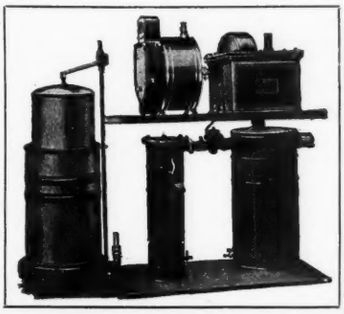
See BRITISH AVONS at Stand 237 (Olympia).

Exhibition Telephone: Hammersmith 2143.

THE AVON INDIA RUBBER CO., LTD., 19, NEWMAN ST., OXFORD ST., W.1. Works (Est. 1885): MELKSHAM, WILTS.

Depots: Manchester, Glasgow, Birmingham, Bristol, Leeds, Liverpool, Newcastle, Nottingham, Aberdeen, Swansea, Dublin, Belfast.

SOLUX Petrol **GAS PLANTS** for Country House Lighting & Heating



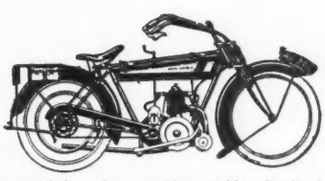
No one should install an independent Gas Plant before investigating the "SOLUX" Automatic Safety System. Inexpensive and easy to install, it gives a never failing supply of non-asphyxiating and non-explosive Gas for Lighting, Heating and Cooking.

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The "SOLUX" is without question the most economical and efficient Gas Plant on the market.

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An Ideal Lightweight Model.



The 2¼ h.p. Royal Enfield Two-stroke motor cycle is ideal for "solo work." It is very light yet exceptionally strong and embodies the Enfield Patent Two-speed and Free-engine gear, and Cush Drive Hub.

Simplicity of control is manifest in the highest degree—one lever only controlling the speed of the machine. Fixed ignition is used and in conjunction with the A.M.A.C. single lever automatic carburettor the riding attention is reduced to an absolute minimum.

Further particulars gladly sent on request.

The ENFIELD CYCLE CO., LTD., REDDITCH.

EXHIBITS AT THE WHITE CITY

CROWN MAGNETIC. A CAR that has its power converted into electric units which actuate the road wheels is always interesting because it is different from usual practice. We have seen the petrol-electric system applied years ago in this country, as in the Tilling-Stevens motorbus, but America has utilised this form of transmission to the pleasure carriage known in this country by the name of the Crown Magnetic car. The usual type of petrol engine drives a dynamo which energises a motor, and this transmits its rotating power to the rear road wheels of the car. It has already been fully described in this journal, so there is no need for a detailed account of its construction here. Messrs. Le Grice Elers, who exhibit the Crown Magnetic car at the White City, have staged a handsome carriage whose chief mechanical merit lies in the ease and simplicity of its control and handling. One simply shifts a small lever to increase or lessen its speed, which can be varied from one mile to sixty miles per hour.

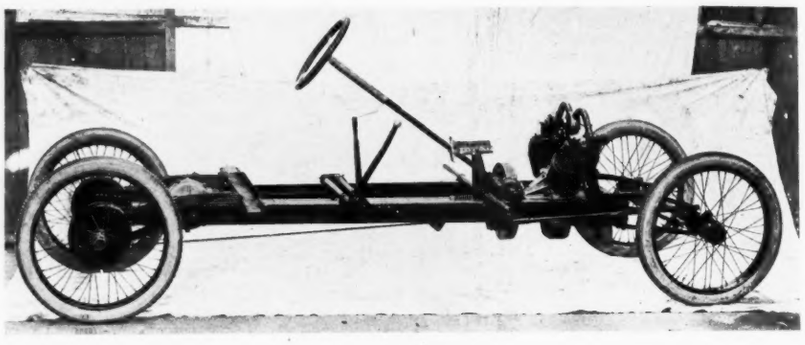
THE CUBITT CAR. AS a value for money proposition, the Cubitt car stands unique among those at the Show. It is an entirely British mass-production car, having an engine rated at 15.9 h.p., and sells with complete electric equipment and five-seater touring body for £442. Not only is it the cheapest car of its class, but it is also the cheapest British car having a four-cylinder water-cooled engine and conventional transmission of this size.

The engine is a four-cylinder monobloc, the cylinders having a single detachable head, and the bore and stroke are 80mm. by 140mm. Ignition, lighting and starting are by Rotax, there being no magneto fitted, reliance being placed entirely on coil and distributor, which has thoroughly justified the trust placed in it by the makers. The clutch is of the cone type, and the gear-box gives four forward speeds and reverse, while final drive to the floating rear axle is by overhead worm. The springs are semi-elliptics all round, the rear being off-set to the main chassis frame, which is narrower than usual. The foot brake is of the external contracting type, operating on a drum behind the gear-box, while the hand brakes operate on the rear wheels and are controlled through cables running over pulleys, which are automatically compensating in action.

The Cubitt car has now passed out of the experimental stage and large numbers are to be seen on the roads all over the country. The opinions of some critics that the car would never be made at the price, or alternatively, if it were, it could not give satisfactory service, have been entirely confounded by the experience of owners of its actual performance on the road.

A four-cylinder water-cooled engine rated at 15.9 h.p., a four-speed gear-box, a sensibly designed chassis in which low manufacturing costs have not been obtained at the expense of an ample margin of safety, and a four-seater touring body of generous dimensions are not things that the British public has been educated to expect for £442 by its experience of the last twelve months. They are, however, all to be had in the Cubitt, and it is significant that the car sells at a lower price than any of the "cheap" American in the Show, and offers the further attraction of detachable steel wheels and design in complete keeping with British ideals.

G.N. CYCLE CARS. ONE of the smallest, if not *the* smallest, vehicle in the Show, the G.N. cycle car, is bound to come in for much attention, if only on account of its excellent performances during last season in open competition on the road and also on the



THE G.N. TOURING CHASSIS.

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FOR GRIP AND LONG MILEAGE



BELDAM Tyres are *not* easily punctured; they do not skid; they give magnificent mileage. We can prove these claims by the number of testimonials we hold from experienced, unprejudiced motorists.

Beldam Tyres are as well and truly made as any tyres in the world. We do not ask you to use them for that reason alone—but for their long wearing, anti-skidding and puncture resisting qualities. These qualities are due to the special design of the tread, which is not a fancy pattern but the result of deep study of the nature and properties of rubber and of the stresses it has to bear when used in motor tyres.

There are four types for cars and two for motor cycles. They can be had in all standard sizes. Prices and Booklets free on request.

A few prices: 30 × 3½ size costs £6 3 3; 815 × 105, £8 2 3; 895 × 135, £11 18 3

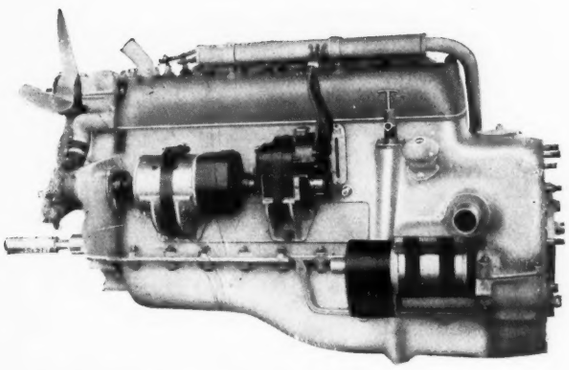
The Beldam Tyre Co. (1920), Ltd., Brentford, Middlesex.

Manchester, District and N. Wales: W. Briggs & Co., Bazaar St., Pendleton. Nottingham: The City Rubber Co., 106, Upper Parliament St. Colne, Lancs.: G. W. Rushworth, Brown St. Northumberland: R. Y. McIntosh & Co., 13, Shakespeare St., Newcastle-on-Tyne. Scotland: Drysdale & Co., York Place, Dumfries. Ireland: Vickery's Bantry Motor Garage Co., Bantry.

MOTOR SHOW
Nov. 5-13.
Stand
276
WHITE CITY

Godbolds.

SPYKER



THE SPYKER SIX-CYLINDER ENGINE (95m/m by 135m/m).

"GRIP."

THE brilliant design of the new Spyker 30-40 h.p. Car demonstrates an unusual grip of the problems of highest class motor construction.

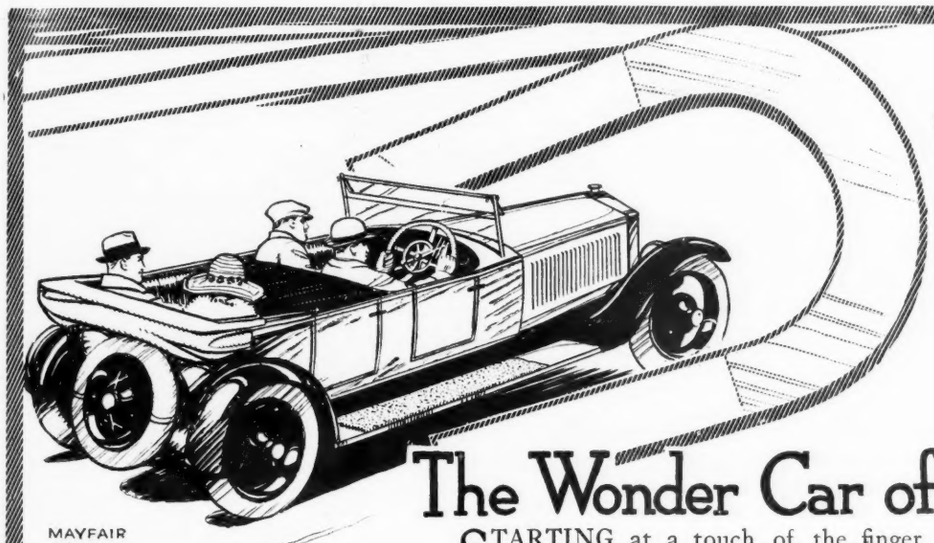
This Car is definitely intended to be the Best Car in the world, and every legitimate means will be taken to prove publicly that that object has been attained.

In point of all the desirable attributes of a modern motor vehicle, the 30-40 h.p. Spyker is INCOMPARABLE.

THE BRITISH SPYKER CO., Ltd.

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The Wonder Car of the World

STARTING at a touch of the finger on a small lever, and accelerating without a jerk to as much as 70 miles an hour; offering a thousand speeds from 'less-than-walking' upwards, and giving the maximum of power at every speed; responding instantly to each movement of the control; climbing any practicable hill at any speed: does it not sound like the Ideal Car? Yet all this, and more, will the Crown Magnetic do! Very nearly, it *is* the Ideal Car. You are curious to know more? Send to-day for the Book of the Crown Magnetic. We will post it free by return.

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track. The car, it may be remembered, has an air-cooled two-cylinder engine with a bore and stroke of 84mm. by 98mm., giving an R.A.C. rating of 8.7 h.p. The



THE G.N. VITESSE MODEL COMPLETE CAR.

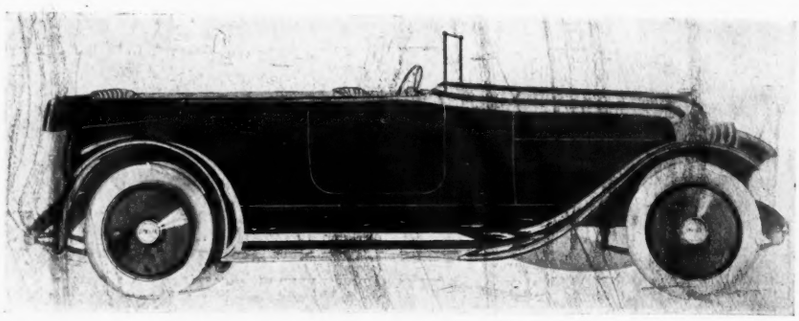
clutch is of the dry plate type, and conveys the power to a propeller shaft from which it is taken to the back axle by one of four independent chains, each chain providing one of the three forward or the reverse gear by means of dog clutches. Smith or Rotax lighting equipment is provided as standard, although the car may be obtained without, what we consider, this necessary adjunct. There are four exhibits on this stand, the standard chassis in which the inlet valves are placed above the exhaust; a touring car fitted to this chassis, the body being a two-seater; and a model similar to the above, known as the Legere, the difference lying in the fact that the pistons and body are of aluminium and the gear ratios are higher than standard. This car may be regarded as a sort of stepping model to the Vitesse model, although this is a speed model pure and simple, having a special engine with overhead valves and a narrow body with two staggered seats.

SIX-CYLINDER SPYKER. A NEW variety from the Trompenburg works in Holland, which for many years have exhibited in England, is the six-cylinder Spyker car now to be seen at the White City. Its six-cylinder monobloc engine 95mm. by 135mm., four-speed gear-box with the constant mesh pinions supported in double ball bearings, a special differential to compensate the brakes carried in a housing on the main back axle casing, central control and no shackles at all on the rear springs are its chief features. The flywheel has been reduced as low as possible in weight, so that changes of gear can be carried out at practically any gear speed, to make easier driving for the inexperienced.

10 h.p. CITROËN. FIVE examples of the French-built Citroën 10 h.p. car are staged by Messrs. Gaston, Limited, at the White City, besides a stripped chassis. These give a choice of a two-seater (£485), a four-seater touring car (£495), a two-seated coupé painted royal blue and upholstered in light Bedford cord with interior lighting (£625), a four-seated saloon and a brougham. There are no alterations in this quantity production car in regard to the details of its chassis, but the coach-work appears rather better finished.

10·5 h.p. CHIRIBIRI. THE 10·5 h.p. Chiribiri fitted with its four-cylinder 65mm. by 120mm. engine is also to be seen on Messrs. Vandys, Limited, stand. Its chief features are the four-speed gear-box, H.T. magneto ignition, and electric lighting and self-starter. Its price is £675 complete as a two-seater, and the materials and workmanship are of first-class quality. On this stand also are two six-cylinder Vandy cars fitted with their standard torpedo body, price £975 complete, and with the all-weather body, price £1,175. Both types can be supplied immediately.

15.9 h.p. BENTLEY. ALTHOUGH shown at Olympia last year, one of the interesting cars to be seen at the White City in the present exhibition of pleasure motor carriages is the three litre Bentley staged with a four-seated all-weather body built by Harrison, the coachbuilders. This chassis has been designed primarily for the sporting motorist, the engine having four overhead valves per cylinder—two as inlets and two for exhaust. Each



ONE WOULD HARDLY REALISE THAT THIS CAR IS A CABRIOLET AND CAN BE CONVERTED INTO A CLOSED CAR, BUT SUCH IS THE CASE, IT BEING THE NEW MODEL SPYKER.

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AN APOLLO IS THE BEST INSURANCE POLICY YOU COULD HAVE, THAT CRASH AT THE CROSS ROADS, THAT COLLISION IN THE CITY, AND THAT UNLUCKY PEDESTRIAN THAT YOU SOMETIMES SEE HIT BY A CAR OR MOTOR CYCLE.

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Stand No. 507, S.M.M.T. Motor Show, White City

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Apollo HORNS

STAND 49 OLYMPIA

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10—15—20 years ago Swift cars had gained an enviable reputation. Year after year they have kept in the van of progress, won the highest honours in the leading Reliability Trials, and thus have consistently demonstrated their superiority over all other makes of cars in their class.

The Swift Cars of to-day embody the experience of the past. There is nothing experimental in the design. Examine carefully the models on Stand 49.

We are Exhibiting

10 h.p. fitted with Two-Seater Touring Body.
12 h.p. Chassis.
12 h.p. fitted with Two-Seater Touring Body.
12 h.p. fitted with Four-Seater Touring Body.

Complete Specification can be obtained from

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THE PROMISE REDEEMED

"No one except an Idealist ever gets Practical Things done."

THIS is not the *ipse dixit* of a Professional Cynic—it is a hard fact which is daily justified in the strenuous World of Commerce.

Something less than two years ago a small group of enthusiasts adopted an Ideal—and promptly set about materialising it. And like all Idealists they struck some conspicuous Bunches of Trouble. Unlike most Idealists, however, they had had experience—it is notable that stonemasons never chase after the Philosopher's Stone and that Apothecaries sell the Elixir of Life only as a proprietary Patent Medicine—they expected trouble of one kind or another, and they had a shrewd idea how to deal with it when it came along. It is possible to be an Idealist without being a Perfect Fool.

Lots of people told them they would make an Awful Hash of Things. They replied that they knew that was the case—and carried on.

Other people came forward and told them that they were the most wonderful Creatures on Earth. They said that they were aware of that, too—and carried on.

Still others, the wiser sort, neither asked silly Questions, nor got in the way, but came to the conclusion that this Ideal was a Pretty Good Thing at the Price—and placed Orders for it. To them the Idealists made certain Promises, which also were not carried out, for the simple reason that they would not foresee what could not be foreseen. Strikes and multitudinous other Industrial disturbances were, as the Yorkshireman, who *thought* he could play the Piccolo, remarked to the Musical Director who had engaged him, "a bit of a suck-in for all of us." But still they carried on.



The 1921 Angus-Sanderson 14 H.P. De Luxe.

And they carried on to such good effect that their Ideal became an Accomplished Fact. It has become a thing of Mark, it has become a recognised Standard, and it has stood the Test of Time.

The Angus-Sanderson Car did not, like a Butterfly, emerge perfect from its chrysalis. It had to be altered here and touched up there—the fact is cheerfully admitted, for there is a proper Prejudice against the miraculous—until every fault had been eliminated. But fundamentally the Idea was Right, the manner of carrying it out was Right, and the Car was, and is, Right.

It was objected that you could not build one part of a car in one Factory and another part in another. The thousands of Angus-Sanderson cars now doing good Service on the Roads and delighting their owners in all countries, is conclusive proof that this is not only a good Way to build cars, but the ONLY Way to build cars economically.

The Co-operation of Specialists means, to telescope two adages—"the Best of Everything, and Everything in its place."

It is this principle of Construction that has enabled the Angus-Sanderson—a Post-War Car at a Pre-War Price—to beat, in point of every deniable attribute, cars costing twice the money. The Angus-Sanderson is a Quantity-Production proposition; always has been, always will be. It is amongst the few, the very few, British cars that have "gone abroad" and successfully re-instated British Prestige, for you cannot have good cheap cars "at home" unless the Overseas Markets are also exploited.

But Quality-Production can have an intelligent Elasticity, and in the Angus-Sanderson the Type remains the same but there have been Detail Improvements which will be welcomed. Independent and adjustable front seats, aluminium bonnet, and aluminium instrument board, are cases in point. It is a thoroughly "finished" car, lacking nothing that Modernity can demand in any vehicle irrespective of Price.

It is the proud claim of Sir William Angus, Sanderson & Co., Ltd., that their present output of 100 cars per week is the fruit of what has been from the beginning a Private Enterprise. As Idealists they had faith in their Ideal, and in their own ability to realise it. Deliveries have been later and slower than was expected—*peccavimus*—but the Ideal in this direction, too, will ultimately be attained.

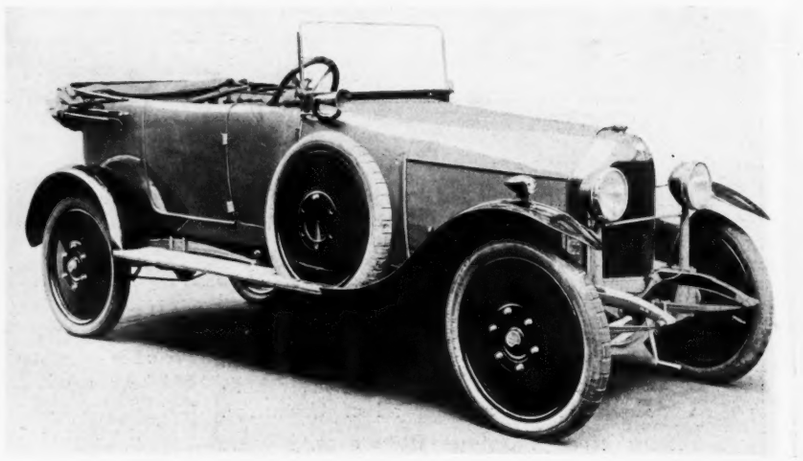
The main point is that the PROMISE HAS BEEN REDEEMED

STAND No. 96 OLYMPIA

Sir Wm. ANGUS, SANDERSON.
& CO., LTD.
BIRTLEY - - CO. DURHAM

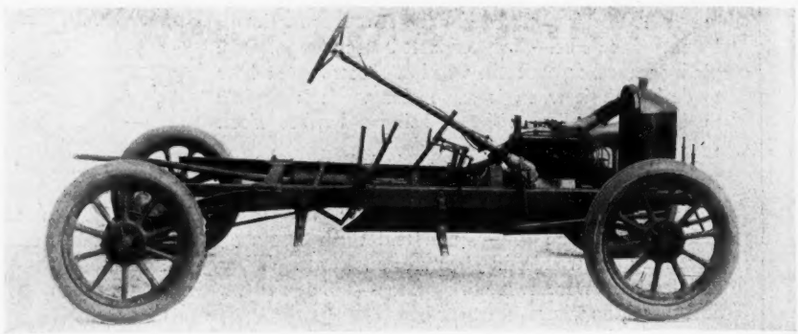
London Showrooms:
33, NEW BOND STREET, W.1

chassis is guaranteed to attain a speed of eighty miles per hour on Brooklands track, while at the same time so flexible is its engine that continual gear changing in traffic is not necessary. The four-cylinder monobloc motor rated at 15.9 h.p. has cylinder dimensions of 80mm. bore and 149mm. stroke. The four valves to each cylinder situated in the head are operated by a totally enclosed overhead camshaft and rockers running in oil. Its other special features are the compensated withdrawal arrangement of the clutch, greasers dispensed with throughout the chassis, and a special type of shock absorbers fitted as part of the standard equipment, while the petrol consumption is stated to be from twenty-two to twenty-six miles per gallon. It is exhibited by Bentley Motors, Limited, of Conduit Street, no price being stated, but £1,250 for chassis was last year's approximate figure.



THE D.F.P. FOUR-SEATER MODEL SHOWN BY MESSRS. BENTLEY AND BENTLEY.

10 h.p. DEEMSTER. A FEATURE of the 10 h.p. Deemster car made by Ogston Motor Company, Limited, is that the four-seated chassis is made of a heavier section for the frame and has special springs to better support the additional weight than that supplied for the two-seated Deemster. Consequently while the two-seater costs complete with seat, starter and electric lighting set and all on £475, the four-seated touring model with the same equipment is listed at £638, the difference in the wheel base being 1ft. 8ins. in the favour of the higher price. The result is that both give more space and comfort to the passengers than the earlier models, and this, combined with other detail improvements, will be appreciated by small car buyers. It will be noted that the engine starter is a mechanical and not an electrical device. A cabriolet coupé and a sporting model are also shown on this 10 h.p. Deemster chassis with its 62mm. by 90mm. four-cylinder water-cooled engine. This gives ample power to carry the heavier load of the better class coachwork, and for this reason caters for a wider class of motor owners than the ordinary light two-seater cars.



THE DEEMSTER 10 H.P. CHASSIS SHOWING, AMONG OTHER DETAILS, THE LEVER FOR THE MECHANICAL SEAT STARTER.

An Owner pays tribute to the

8h.p. ROVER

"I consider her an ideal car for two."

"I am writing you an appreciation of my little 8 h.p. Rover. She is, as you say, a fast little car, an excellent hill-climber, economical on petrol, lubricating oil and tyres, does not over-heat in the slightest, comfortable to a degree, and excellently protected from the weather; altogether I consider her an ideal car for two."

OLYMPIA SHOW STAND **57**

MODELS AND PRICES.

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12 H.P. Two-Seater . .	£735
12 H.P. Four-Seater . .	£775
12 H.P. Coupé	£875

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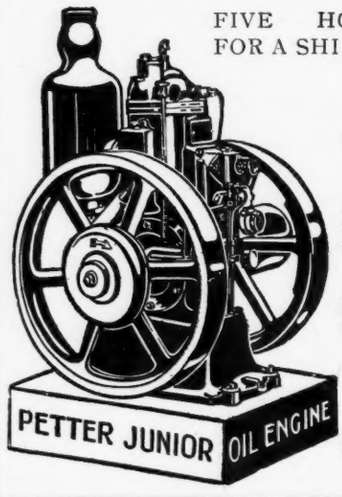
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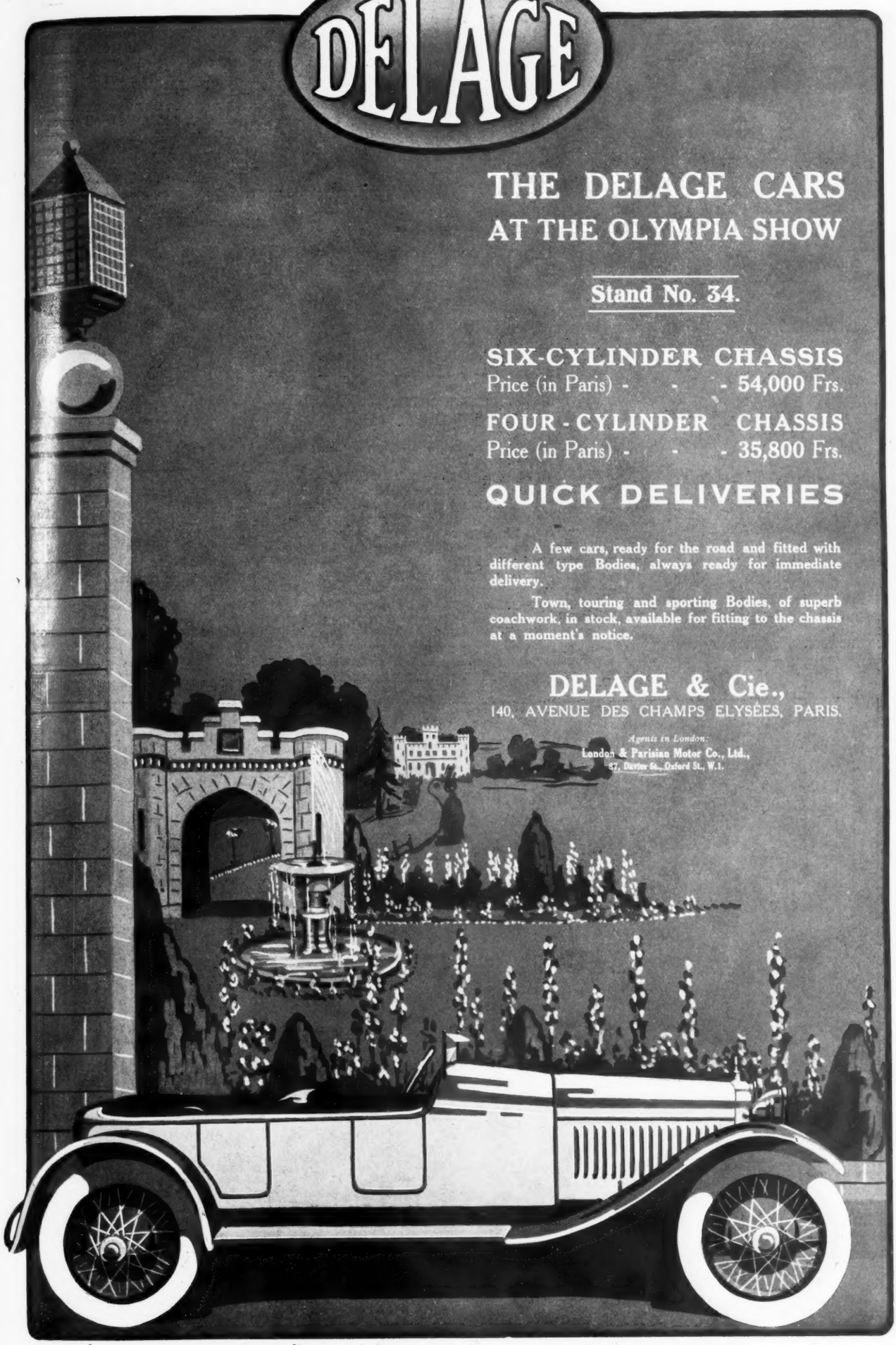
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THE DELAGE CARS
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SIX-CYLINDER CHASSIS
Price (in Paris) - - - 54,000 Frs.

FOUR-CYLINDER CHASSIS
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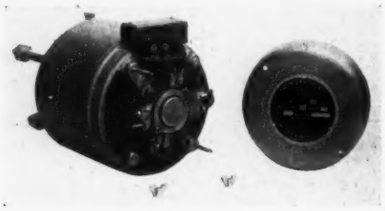
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A FEW ACCESSORIES

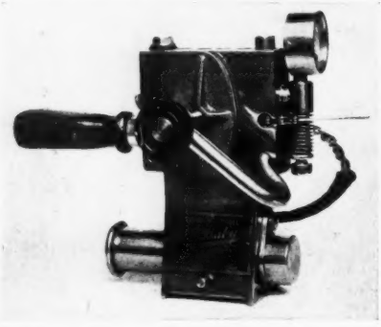
Bleriot Lighting.—An interesting innovation is to be seen in the Bleriot exhibit of the Bleriot-Scott single unit lighting and starting equipment. It is specially intended for fitting to light cars and it has its drive to the engine through silent chain.



THE BLERIOT-SCOTT COMBINED DYNAMO AND STARTER.

Another interesting innovation is to be seen in the Bleriot lamps which have a specially neat and effective method of focussing.

Harvey Frost.—A complete range of Harvey Frost tyre vulcanising equipment is shown, ranging from the Harvey Frost Baby for the use of the private owner, to the self-contained workshop and garage plants.



THE HARVEY FROST BABY VULCANISER.

The Dictagraph.—The Dictagraph is a useful little fitting for interior-driven cars, with which we dealt recently. Its object, it may be remembered, is to facilitate communication between driver and passengers, and recent orders have been obtained from H.R.H. the Prince of Wales, H.M. the King of Denmark, etc.



HOW THE DICTOGRAPH IS INSTALLED IN A CLOSED CAR.

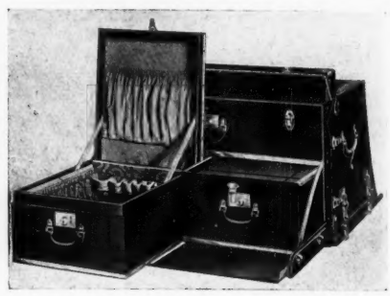
It is also standardised equipment on several well known cars.

C. A. V. Equipment. — The chief of Messrs. C. A. Vandervell's exhibits is the combined lighting and ignition sets which are being produced next year for all types of vehicles ranging from the small cycle car with the 90° air-cooled engine, to the heavy commercial lorry. There are also special lighting sets for small cars while, of course, the complete range of standard C.A.V. productions is to be seen, this including a new round type of dynamo, which, however, will not replace the standard rectangular model.

Brolt Electric Equipment.—As is generally known, the characteristic of Brolt dynamos is their internal cooling by means of a fan which, it is claimed, enables a much higher output to be obtained from a machine of given size, or conversely, a reduction in size and weight of a machine from which a definite output is required. In the new models, the fan is situated outside instead of inside the machine. Besides their dynamos and starters, which are made in sizes suitable for all types of cars, Messrs. Brolt are exhibiting several types of switch boards and various component details of electric equipment.

Apollo Plugs and Horns. — Apollo plugs and horns are exhibited in their usual wide range by the well known Birmingham makers. Like most other sparking plugs, the Apollo have benefited by war experience, especially from aeroplane use and are now provided in types that will satisfy the most exacting motoring requirements.

Electric horns are also exhibited in sizes to suit standard battery equipment, *i.e.*, 6 volts, 8 volts and 12 volts, while there are also mechanically operated horns for small cars.



SPECIMENS OF BROOKES CHESTED TRUNKS FOR CARS.

Stand 67, Olympia

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ON TRACTORS

VIEWS OF AN EXPERIENCED USER.

I HAVE just, after a lapse of some months, been re-reading Mr. S. F. Edge's paper on Farm Tractors which he read before the British Association. Perhaps, to be strictly accurate, I ought to say that I have been reading between the lines of that paper, for which impertinence I hope the author will forgive me. As a matter of fact, it is only by reading between the lines that the full benefit of the real help which this paper affords can be obtained. The feature is characteristic of the author himself. Above all things, I have always found him willing to help those who will help themselves. Willy-nilly, perhaps, this peculiarity of his is apparent in all his public utterances and writings. They invariably contain much that is helpful, provided that the hearer or reader is willing to help himself to what is really there.

WHY TWO CYLINDERS?

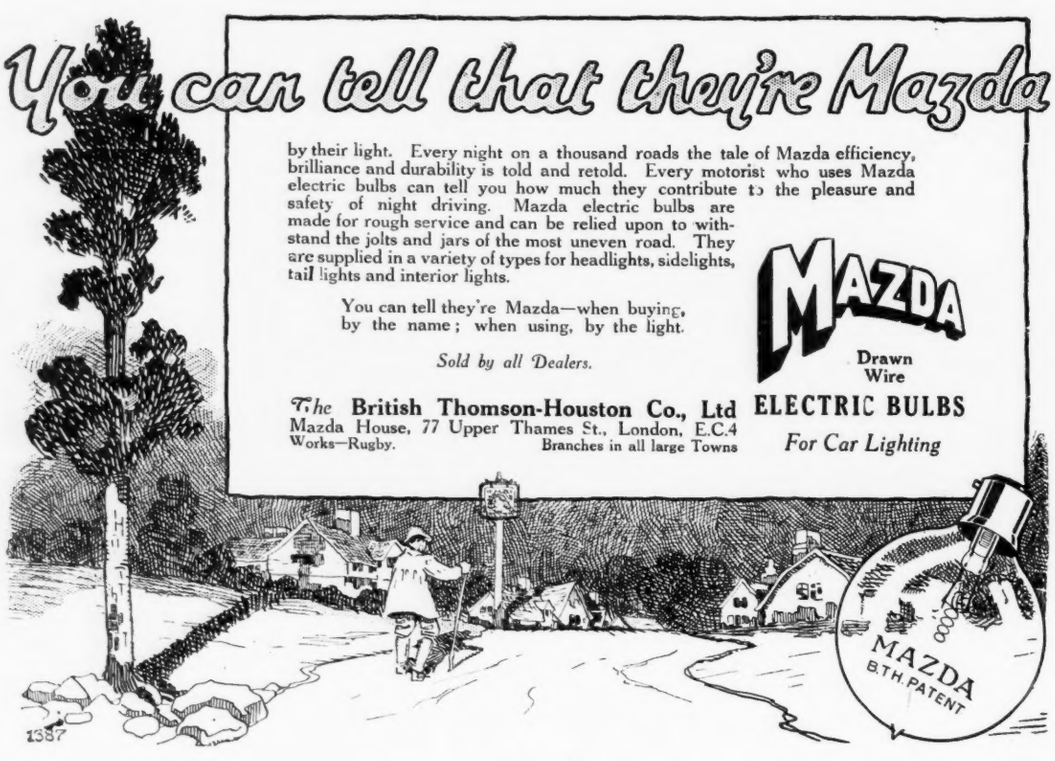
I was particularly interested in that portion of it wherein he dealt with the question of tractor engines. It has been understood for a long while that he was partial to the two-cylinder power unit, and many of us, knowing his past history, particularly in connection with the motor industry, have wondered thereat. In this paper there is enlightenment, provided, as I say, that one is willing to search for it. He tells us once more that he has had the greatest satisfaction on his own farms from the use of a two-cylinder engined tractor. At the same time he states that his troubles in connection with tractors have almost invariably been due to the fact that the chassis or mechanism of the machines were not capable of supporting the sustained effort of the engine. In other words, in his experience, although he does not suggest that he has ever had a tractor too powerful for his needs, none of them, with the one exception of this two-cylinder machine, has been substantial enough in its construction to stand up to the strains consequent upon the transmission, through its frame and mechanism, of the power developed by the engine. Now the type of tractor to which the author refers, as is fairly common knowledge, is a particularly heavy one. Its two-cylinder engine is of approximately 25 h.p. Its weight is considerably more than 3 tons. In discussing other tractors and comparing them apparently with this paragon, he refers to another machine having a four-cylinder engine of practically the same power, but weighing but little more than 25cwt., one-third of that of the two-cylinder one. Surely, then, a good proportion of the reason for the excellence of the one and the too rapid depreciation of the other, is made evident; it is due to the lavish use of material, good material, perhaps, but plenty of it. It is clear, moreover, that no practical difference, either as regards the quality of the materials employed, or their disposition, could ever be expected to render the light machine capable of standing up to the same usage as the heavier one could sustain. It would, therefore, appear that what has hitherto been considered the all important necessity for weight reduction is, in Mr. Edge's experience, altogether secondary to the need for ample strength. In other words, it would seem that the recent tendency to reduce, at all costs, the mere weight of a machine, is a mistaken one, and that we may take *cum grano salis* the farmers almost traditional plaint that a heavy tractor ruins his land. In considering this point it should be borne in mind that much of Mr. Edge's farming is conducted on heavy weald clay upon which, presumably, injudicious use of a heavy tractor would have particularly deplorable results. Since, however, this tractor has been so successful, we are justified in assuming, what I have frequently emphasised in these columns and elsewhere, that the secret of successful tractor use lies to a great extent in judicious selection of the times and circumstances in which it is taken on to the fields. Moreover, given ample power and a reliable machine that is available for use when wanted and is not likely to be in the repair shed when convenient seasons for its use occur, there is ample opportunity to effect all the tillage or harvesting operations necessary within those convenient periods without having to take risks by putting the tractor into a field when the ground is not in a condition to be so treated.

WILL ANY ENGINE DO?

Above all, I conclude that Mr. Edge is not necessarily so partial to the two-cylinder engine as his public utterances would have us believe. He has, in fact, an entirely open mind on the question of the number of cylinders which that engine may have, or, indeed, in regard to the type of engine at all. Nor do I believe for one moment that he is serious in anticipating the advent of a six-cylinder engine for tractor use.

The author tells us that he has never had on his farm a tractor which is as well made from the point of material and construction as a good first-class motor lorry chassis. Rightly, I think, he lays the blame for this on the farmer, who, as yet, except in isolated cases, will not pay the price at which such a tractor would have to be sold, for it to be a commercial proposition. In such a machine there would be every bit as much work and almost as much material as in a 3-ton lorry chassis. The present day prices for such a chassis of good reliable make is £1,000. There are few tractors, indeed, which sell for more than half that amount.

CULTOR.



HARRODS
DECORATIVE TAPESTRIES

It is not surprising, that 'old-fashioned' though it be, the use of Tapestry for Wall-decoration should still be in such favour, for one good piece of Tapestry will 'make' a room. A visit to Harrods Furnishing Section will provide ample and delightful evidence of this, and there are many fine pieces available for selection.



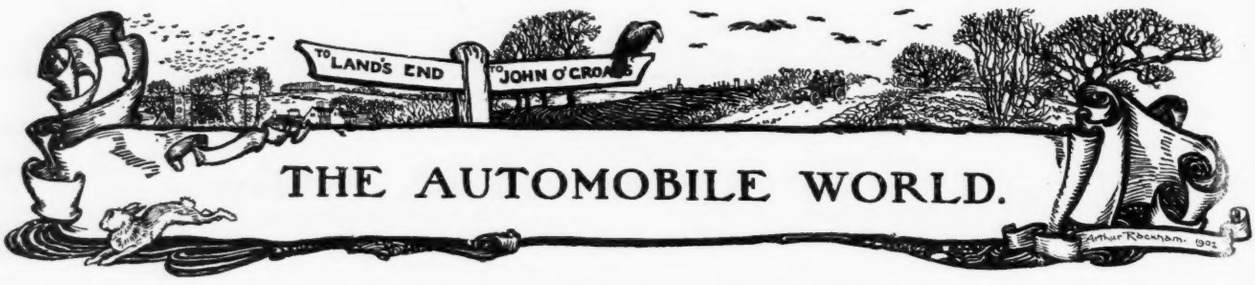
A magnificent pièce de resistance for any room is such a Tapestry as this, reproduced with marvellous fidelity from a 17th Century piece woven in Soho.

Not only is it a stitch-for-stitch copy, but the colourings are blended and softened to absolute verisimilitude of the time-mellowed original.

The complete panel measures 7ft. wide by 9ft. long, the design elements including Indian-Chinese figures and exotic birds and animals in a characteristically conventional landscape.

One of the many pieces on view in Harrods Furnishing Fabrics Department.

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A NOTE ON CAR PRICES

As the aspect of the cars at the Show that most concerns every potential purchaser, the subject of car prices is the one with the greatest interest and widest appeal. There are plenty of people who buy a car, not so much because they like it or because it has what they consider specially attractive features of design, but because it is cheap; and there are others who buy a car because it is obviously expensive and stamps its owner as a man of discrimination, even although he may have exercised but little of that desirable quality in his choice. Most of the cheaper vehicles are housed at the White City, and if it were not that the same ticket admitted to both buildings, one might conceive that Olympia would have been comparatively deserted this year. The wave of economy that is coming in such inevitable but vivid contrast to that of extravagance which had everything on its crest at the beginning of the year has directed more than half the motorists and would-be motorists to the White City.

As was stated in an article last week, it would be idle to suggest that there are many cars at this year's Show that make a really strong appeal as value-for-money propositions. If, of course, one adopts the ingenious line put forward recently by a dealer to a possible customer that the sovereign is worth only 8s., and that a car listed at £500 actually costs only some £200, there is a certain amount of unsatisfying comfort in that thought; but a more cynical and perhaps accurate manner of looking at the subject would be to say that cars costing £500 are only worth £200, which as a matter of fact would have been the list price in 1914 of a car now selling at £500.

This is the standard price for a light car having a four-cylinder water-cooled engine of about 10.5 h.p. and a conventional transmission system. In pre-war days the same car sold at £185, with this difference in its specification, that an electric starter, which is now common, although not universal, was in pre-war days unknown on this type of car; but if the pre-war cost of an electric starter was £15, the car with full electric equipment would have sold at £200. Incidentally, among the particulars forwarded to us of Show exhibits there was one from a certain light car maker who used as packing for his photographs a pre-war show card. The car illustrated on that show card was for all practical purposes identical with the 1921 model, except that it was not fitted with an electric starter. The price blazoned by the show card was £145; the price to-day is £495, and at that the Lagonda coupé, for such was the car, is still the cheapest of its type on the market.

HIGH PRICED SMALL CARS.

One can but wonder what justification exists for the marketing of highly expensive two-seater cars with engines rated at about 10.5 h.p. There are examples in the Show priced at from £685 to £800, and, to all appearances at any rate, very similar cars are available at little more than half the money. The probability of a full materialisation of the promise held forth of a vastly improved road performance on the part of these expensive cars over their equal powered but much lower priced competitors appears to us as highly remote. At any rate their road performance is not likely to equal that of other cars costing about the same, but having engines of much higher power and bodies and other chassis details in fitting proportion.

Take, for instance, the Arrol Johnston 15.9 h.p. model, and compare it with a 10 h.p. car selling at practically the same price, £725. Comment is, in our opinion, superfluous. An aluminium bonnet and silver-plated fittings may be quite nice when the car is new, but they certainly do not improve the road performance or the general service capacity of the car.

The more one considers the exhibits and ponders over their prices, the more vividly is one forced to realise the extraordinary value for money offered by one brilliant British exception to the ordinary rule. The Cubitt 15.9 h.p. car, selling at £442, has no competitor similarly equipped even among the 10 h.p. models.

By way of illustration it may be useful to quote the brief specification and prices of a few of the most popular 10 h.p. cars. The last year's Show price of the same car is also given where possible.

TYPICAL SMALL CARS.

A.B.C.—12 h.p. two-cylinder air-cooled engine, electric lighting only, four-speed gear-box, 710mm. by 90mm. tyres, £395. Last year's price, £195.

A.C.—11.8 h.p., three-speed gear-box, 700mm. by 80mm. tyres, electric lighting and starting, £550. Last year's price, £415.

Alvis.—10.5 h.p., electric lighting and starting, four-speed gear-box, 760mm. by 90mm. tyres, £685.

Ashton.—10.5 h.p., electric lighting only, three-speed gear-box, 700mm. by 80mm. tyres, £535. Last year's price, £367.

Bean.—11.9 h.p., electric lighting and starting, three-speed gear-box, 30in. by 3½in. tyres, £495. Last year's price, £425.

Calcott.—11.9 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 90mm. tyres, £550. Last year's price, £475.

Calthorpe.—10.5 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 85mm. tyres, £520. Last year's price, £393 15s.

Dawson.—11.9 h.p., electric lighting and starting, three-speed gear-box, 760mm. by 90mm. tyres, £750. Last year's price, £475.

Deemster.—9.5 h.p., electric lighting, mechanical starter, three-speed gear-box, 710mm. by 85mm. tyres, £475. Last year's price, £362.

G.N.—8.7 h.p., electric lighting only, three speed (by chains), 650mm. by 65mm. tyres, £272. Last year's price, £214.

G.W.K.—10.8 h.p., electric lighting, infinitely variable friction gears, 710mm. by 80mm. tyres, £415. Last year's price, £257.

Hillman.—10.5 h.p., electric lighting and starting, three-speed gear, 700mm. by 85mm. tyres, £530. Last year's price, £435.

Horstmann.—10.5h.p, electric lighting, mechanical starter, three-speed gear-box, 710mm. by 85mm. tyres, £420. Last year's price, £350.

Humber.—10.5 h.p., electric lighting and starting, four-speed gear-box, 760mm. by 90mm. tyres, £700. Last year's price, £530.

Lagonda.—11.9 h.p., electric lighting and starting, three-speed gear-box, 700mm. by 85mm. tyres, coupé or four-seater body, £495. Last year's price, 335 guineas or 355 guineas.

Morris Oxford.—11.9 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 90mm. tyres, £590. Last year's price, £390.

Riley.—11 h.p., electric lighting and starting, four-speed gear-box, 710mm. by 90mm. tyres, £650. Last year's price, £475.

Rubury-Lindsay.—10.8 h.p. three-cylinder air-cooled engine, three-speeds (friction drive), 700mm. by 80mm. tyres, electric lighting, £325.

Singer.—10 h.p., electric lighting and starting, three-speed gear-box, 700mm. by 80mm. tyres, £500. Last year's price, £400.

Swift.—10 h.p., electric lighting only, three-speed gear-box, 30in. by 3½in. tyres, £495.

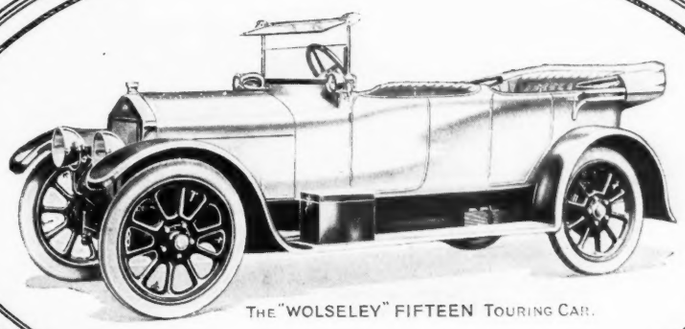
Wolseley.—10 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 90mm. tyres, £550.

With the exception of the Calthorpe, all the above prices are for cars complete with two-seater body, the body in this instance, being a four-seater. In every case the engine is of the four-cylinder water-cooled type, with the exception of the G.N. and A.B.C., and ignition is by magneto, except in the case of the Wolseley, where it is by battery and coil.

It will be seen that there are apparently some striking differences in value so far as one is able to judge from a brief specification of the cars. Some have electric starters, which are expensive fittings, but, in the opinion of many experienced light-carists, are quite unnecessary on this type of vehicle. Our own opinion is that an electric starter is unnecessary, but that the ordinary starting handle alone is not enough. The ideal for light cars is, we think, a seat-operated mechanical starter such as that fitted to the Deemster, operated by hand through a lever like a centrally disposed gear lever, or by foot through a pedal like a big clutch pedal, as in the case of the Horstman. The Horstman, indeed, seems one of the conspicuous value-for-money propositions at the Show for complete, with electric lighting and a four-seater body, this car, which has the luxury of cantilever springs both front and rear, sells at £450, its last year's price being £70 less.

In some cases the prices quoted above have fluctuated considerably during the last year, and it does not follow that the increase universally manifested over last year's price has been a consistent increase. The most notable instance, perhaps, is to be found in the case of the Bean, which last year was priced at £425, and through various stages ascended to £600 a few months ago and then suddenly dropped to £495, at which figure it remains at present. Undoubtedly, judged by present standards, the Bean is among the good value-for-money propositions for, as we have stated when dealing with the car fully, it is well finished and robustly constructed in all details—important and valuable assets that, unfortunately, do not apply to every car on the market.

We have above a fairly representative, although not absolutely exhaustive, list of cars, and an adequate enough specification to enable the purchaser to decide what he



THE "WOLSELEY" FIFTEEN TOURING CAR.

"Power with Economy"

THE Three "Wolseley" Models, the TEN, the FIFTEEN, and the TWENTY, have been the outstanding successes of the year. The remarkable manner in which they combine high speed and great hill-climbing power with low running costs has evoked a chorus of praise from experts and satisfied owners. The cantilever springing, too, makes travelling delightful even over the roughest roads, whilst their grace of line and exquisite finish appeal to every eye.

"WOLSELEY"

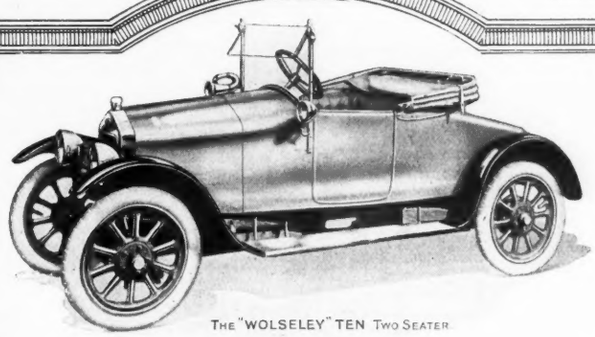
Each model has firmly established itself as a leader in its class, and the discriminating purchaser will quickly realise that the new "Wolseleys" are the best value ever offered to the motorist.

Write us for Catalogue No. 15, post free.

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THE "WOLSELEY" TEN TWO SEATER.

DEXTER

can obtain in this class of vehicle for a given outlay.

TYPICAL MEDIUM POWERED CARS.

Turning to the next higher class of cars of from 12 h.p. to 15.9 h.p., a fairly representative selection is as follows :

Albert.—12 h.p., electric lighting and starting, four-speed gear-box, 760mm. by 90mm. tyres, £610. Last year's price, about £510.

Angus Saunderson.—14.2 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £575. Last year's price, £450.

Arrol Johnston.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105mm. tyres. £725. Last year's price, £625.

Cubitt.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105mm. tyres. £442. Last year's price, £298.

Humber.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105mm. tyres. £950. Last year's price, £750.

Rover.—13.9 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £775. Last year's price, £750.

Ruston Hornsby.—15.9 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £695. Last year's price, £600.

Sunbeam.—15.9 h.p., electric lighting and starting, four-speed gear-box, 820mm. by 120mm. tyres. £1,225 as last year.

Vulcan.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105mm tyres. £825. Last year's price, £675.

Wolseley.—15.9 h.p., electric lighting and starting three-speed gear-box, 815mm. by 105mm. tyres £925.

All the above prices are for four-seater models and, of course, as was the case with the previous list for small cars, includes full touring equipment, *e.g.*, spare wheel and speedometer, although among the light cars there are a few sold without speedometers as part of their standard equipment.

It should be noted that very few of the cars in the above list were actually delivered at the last year's Show price. This applies to the light cars to a much less extent, for there were more that found their way into the hands of lucky purchasers at the price at which they were listed at the time of the last Show, and in some cases even lower prices still, for at the beginning of last year the price-raising disease was not serious and there were one or two manufacturers who were in the lucky position of being in production.

Perhaps the most notable feature of the medium powered list is the small number of cars it contains. It is not absolutely exhaustive, it is true, but it contains all that may be called British medium powered cars of premier standing. Apparently the medium powered car is not *the* car of the future, judged from the numbers of different makes that its market can absorb. Certainly a few of the above makers, *e.g.*, especially the first three, make a very large number of cars, and their combined output is probably equal to one-third the total output of the small car factories. As regards the prices, there are two outstanding examples deserving of note. The first is the Cubitt, which has already been referred to as a remarkably low priced vehicle ; and the second is the Rover, which, if not low priced, has increased over its last year's price to a notably small extent. The proviso made in the case of the light car prices also applies in this instance, *i.e.*, the ruling difference between last year's and this year's price has not necessarily been effected at once. In many cases prices have been higher than they are now, a notable example being the Ruston Hornsby, which has recently been reduced ; and in others, *e.g.*, the Cubitt, the present price has been obtained by two additions on to the original price, both taking place in the early part of this year.

HIGH POWERED CARS.

Turning to cars of more than 16 h.p., the price ceases to be such an important consideration. It is a reasonable assumption on the part of the manufacturer that a man who can afford to run a big car can afford to pay a high price for it. Therefore we find in these cars, elaborate equipment and luxurious finish to be the general rule, rather than the exception. Nevertheless, there are one or two striking examples of value-for-money propositions judged solely on the paper specification, the most notable examples, perhaps, being the Armstrong Siddeley and the Austin.

Every car in this class is equipped with electric lighting and starting.

TYPICAL HIGH POWERED CARS.

Armstrong Siddeley (6).—29.5 h.p., three-speed gear-box, 820mm. by 135mm. tyres. About £800. Last year's price, £720.

Austin Twenty (4).—22.4 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £550. Last year's price, £395.

Belsize (4).—20 h.p., four-speed gear-box, 815mm. by 105mm. tyres. £620. Last year's price, £450.

Crossley (4).—25 h.p., four-speed gear-box, 920mm. by 120mm. tyres. £1,050. Last year's price, £950.

Daimler (6).—30 h.p., four-speed gear-box, 880mm. by 120mm. tyres. £1,125 or £1,150. Last year's price, £1,000 or £1,060.

Daimler (6).—45 h.p., four-speed gear-box, 880mm. by 120mm. tyres. £1,450. Last year's price, £1,300.

British Ensign (6).—38.4 h.p., three-speed gear-box, 895mm. by 135mm. tyres. £2,100. Last year's price, £1,700.

Guy (8).—25 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £1,175.

Lanchester (6).—38.4 h.p., three-speed gear-box, 895mm. by 135mm. tyres. £2,200. Last year's price, £1,500.

Napier (6).—38.4 h.p., four-speed gear-box, 895mm. by 150mm. tyres. £2,100. Last year's price, £1,750.

Phœnix (4).—18 h.p., three-speed gear-box, 815mm. by 105mm. tyres. Complete car £650 (new model).

Rolls-Royce (6).—48.6 h.p., four-speed gear-box, 895mm. by 150mm. tyres. £2,100. Last year's price, £1,575.

Ruston Hornsby (4).—20 h.p., three-speed gear-box, 820mm. by 120mm. tyres. £725 (new model).

Sizaire Berwick (4).—22.4 h.p., four-speed gear-box, 895mm. by 135mm. tyres. £1,800 (complete car). Last year's price, £1,450.

Straker-Squire (6).—23.8 h.p., four-speed gear-box, 820mm. by 135mm. tyres. £1,200.

Vauxhall (4).—25 h.p., four-speed gear-box, 830mm. by 120mm. tyres. £1,050. Last year's price, £950.

Vauxhall (4).—30-98 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £1,275. Last year's price, £1,250.

Wolseley (6).—23.5 h.p., four-speed gear-box, 820mm. by 135mm. tyres. £1,050.

All the above prices are for chassis only, except where otherwise stated. The number after each car, *e.g.*, 4, 6 or 8, denotes the number of cylinders of its engine.

On the whole there seems little or no difference between general tendencies in the big and small car classes. The increase is approximately the same, although it is by no means the same for various cars coming into each class. There is this point, however, which should be borne in mind, that whereas last year manufacturers could glibly ask any price they chose, either absurdly low or absurdly high, because they could not deliver the goods ; this year circumstances are different. If a man is told that a car is priced at £300, £900, £1,500 or £2,100, or anything else, he expects to get the car at the price at which it is offered, and we think that very few purchasers will adopt the loose attitude that was so common at last year's Show, of merely paying a deposit for a car and leaving every possibility of wriggling on the side of the manufacturer. This year, when a man places an order, it will be a firm order for the car to be delivered at a definite price or less, should a reduction take place, which is just possible, although we repeat, not by any means probable.

Of course, what is sauce for the goose is sauce for the gander, and the manufacturer this year is secure from the machinations of the private profiteer who placed orders for half a dozen cars, hoping for early deliveries that he would be able to dispose of them at a useful profit. In fact, there is one aspect that makes the absence of this trader regrettable. It is that, in view of several recent reductions in prices, some people who want cars are refusing to place their orders now because they do not know what the price of the car they fancy will be in a few months' time. No one can be blamed for refusing to put down £500 or £2,000 for a car of which the new models may, in a few months' time, be priced at £300 or £1,500, and that something like this may happen is not to be inferred from the few price reductions that have taken place. Of these price reductions, much has been said that is unkind to the manufacturer, and one does not like to countenance the story that prices have been capable of reduction because they were originally inflated, until one has some very definite grounds for making such an assertion. At present these grounds appear to us to be lacking, and until they can be stated definitely we prefer to take the charitable view that reduction in price has been effected only by increased production of cars.

The fact that price increases are not limited to the British industry is immediately demonstrated by a reference to the price of some of the foreign cars, a representative selection of which is given below. Only the Ford among American cars remains at the price obtaining this time last year, and this price (£250) has not by any means been constant throughout the twelve months.

FOREIGN CARS.

Apperson (U.S.A.),(8).—33 h.p., three-speed gear-box, 34in. by 4½in. tyres. £1,550. Last year's price, £850 (complete car).

Bianchi (Italy), (4).—12 h.p., three-speed gear-box, 710mm. by 90mm. tyres. £530. Last year's price, £535 (chassis).

Delahaye (France), (4).—16-20 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £1,150. Last year's price, £1,050 (chassis).

Fiat (Italy), (4).—10 h.p., four-speed gear-box, 700mm. by 80mm. tyres. £510. Last year's price, £450 (chassis).

Gregoire Campbell (France), (4).—20 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £1,100. Last year's price, £990 (chassis).

Hispano Suiza (France), (6).—37 h.p., three-speed gear-box, 895mm. by 135mm. tyres. £1,100. Last year's price, £1,400 (chassis).

Minerva (Belgium), (4).—20 h.p., four-speed gear-box, 880mm. by 120mm. tyres. £990. Last year's price, £990.

Oldsmobile (U.S.A.), (8).—26 h.p., three-speed gear-box, 880mm. by 120mm. £895 (chassis). Last year's price, £850 (complete car).

S.P.A. (Italian), (4).—20 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £850 (chassis). Last year's price, £760 (chassis).

From the above examples it will be seen that, with the exception of Italy, where the explanation is obvious and whence cars come none too frequently, the increase in the prices of foreign cars form a close parallel with those made in England. The import duty hardly affects the question, because it was in operation last year as well as this. Apparently those who hope for, and expect, an early influx into the market of really low-priced cars are doomed to disappointment, if one may judge from present available indications.



THE Lanchester 'FORTY'

IN describing the Lanchester "Forty" the temptation is to use superlative terms. Words can describe its outward appearance but utterly fail as a substitute for a demonstration of its efficient performance. You must drive the new Lanchester to know the meaning of Motoring de Luxe. You will appreciate the smooth starting, the wonderfully responsive acceleration described as "silky," you will know what ease of control really is and realise the fascination of power. The one outstanding feature of the Lanchester "Forty" apart from anything else is its obvious and unmistakable value.

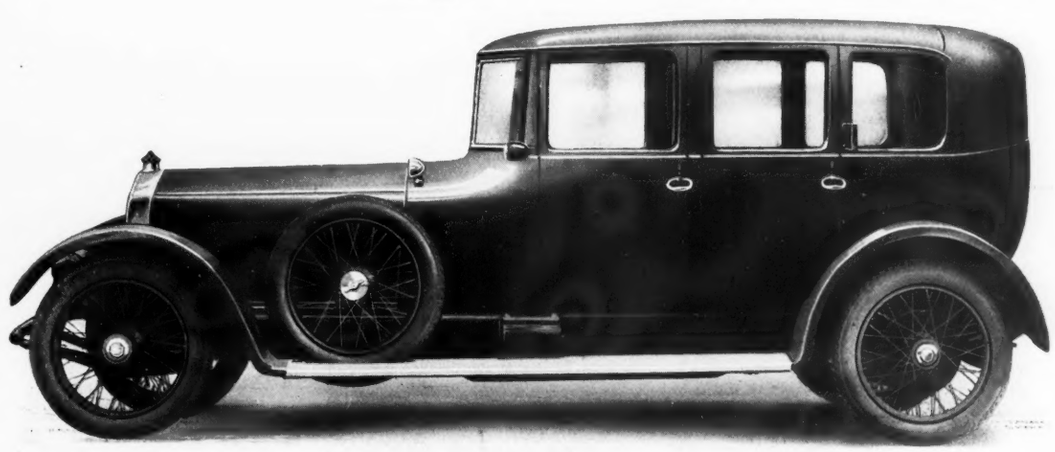
Enquire at stand or write direct for a copy of descriptive literature.

SEE IT AT

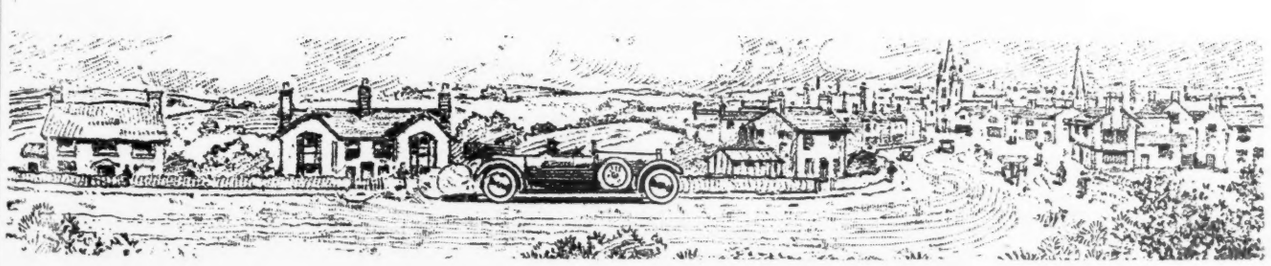
OLYMPIA STAND No. 116

THE LANCHESTER MOTOR CO. LTD.

Armourer Mills, Birmingham. **95, New Bond St., London, W.** **88, Deansgate, Manchester.**

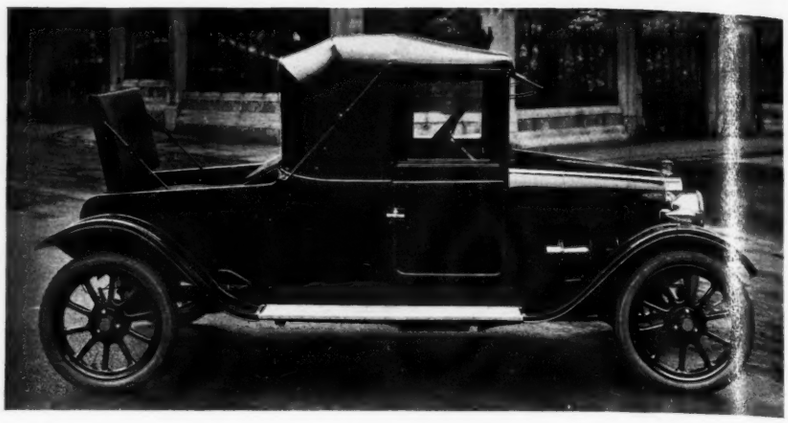


40 h.p. 6-cylinder 5-seat Saloon Limousine equipped with Rudge-Whitworth detachable wire wheels.



EXHIBITS AT OLYMPIA

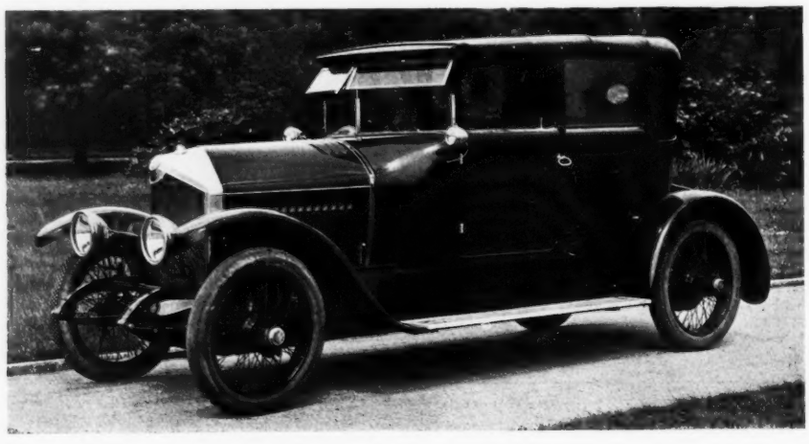
THE LAGONDA. THE Lagonda light car has always been well known as offering rather more than usual value for money. It is made in either four-seater or coupé form, and the special construction of the chassis frame which, in the ordinary sense of the term, does not exist, makes the exhibit one particularly worth careful inspection. The engine is a four-cylinder, having a bore and stroke of 69mm. by 95mm.; the clutch is a fabric cone; three speeds and reverse are provided by the gear-box, and final drive is by worm or bevel on the four-seater, and worm on the coupé model. The wheels are for 700mm. by 80mm. tyres. The electric lighting and starting equipment is by C.A.V.



THE LAGONDA COUPE.

CROSSLEY CARS. THE Crossley exhibit this year comprises two models, the new one being the only example at Olympia of an entirely new car introduced by an old maker. It does not, of course, replace the 25–30 h.p. R.F.C. model, which has become one of the most popular cars on the road during the past two seasons. To deal with this model first, it is exhibited in chassis form, and there are three specimens of standard Crossley bodywork, namely, the Manchester touring car, the London coupé and the Chester limousine landaulet. The main chassis features of this model are a four-cylinder engine having the cylinders cast in pairs with a bore and stroke of 102mm. by 140mm., giving an R.A.C. rating of 25.6 h.p. Carburation is by high-tension magneto, which is driven by a continuation of the spindle of the water pump and, with the water pump, forms a unit that may be moved on its platform for adjustment of the driving chain, which also drives the cam-shaft. The clutch is of the cone type, of aluminium and faced with Ferodo, and transmits the power to a four-speed gear-box, in which all shafts run on ball bearings, and thence, by a propeller shaft enclosed in a torque tube, to a full floating bevel-driven back axle; from which triangular strengthening stays are led, from close to the rear wheel hubs, to a point behind the propeller shaft brake; this brake being operated by pedal, and the hand brake operating on rear wheel drums by internally expanding shoes. Suspension is by semi-elliptics in front and three-quarter elliptics in the rear, the standard equipment being Rudge Whitworth wire detachable.

Although the R.F.C. model is such a popular car, there is no doubt that the interest on this stand will be mainly centred in the new and smaller model which is exhibited in chassis form. The engine of this model is a four-cylinder monobloc with a bore and stroke of 90mm. by 150mm., having an R.A.C. rating of 19.6 h.p. The cylinder heads are detachable, and the three bearing crank-shaft is provided with balance weights. Ignition is by high-tension magneto. The clutch is of the cone type lined with Ferodo, and provided with six "first" intention springs to assist smooth taking up of the drive. The gear-box, which is a complete unit suspended on a small under frame and incorporates a support for the change-speed lever in its main casting, provides four forward speeds and reverse. All the shafts run on ball bearings as in the case of the larger model. Suspension is by semi-elliptics in front and rear, the latter being underslung under the rear axle, from which the spiral drive is by bevel. The car is, of course, fully equipped with electric lighting and starting, and is shown with no fewer than six types of body, namely, a four-seater touring and sports, a two-seater sports, a four-seater coupé, and a five-seater landaulet and saloon.



THE R.F.C. MODEL CROSSLEY LONDON COUPE.

STRAKER-SQUIRE CAR. THE new six-cylinder Straker-Squire that made its *début* at the last Olympia Show has already established itself as one of the premier British cars. Its achievements on the track have been of no mean order, and throughout the car has been designed for maximum performance. The chassis weight of only 17cwt. and an engine capable of a horse-power output of no less then 70, obviously guarantees a more than satisfactory road performance, irrespective of the type of body with which the car is fitted. The Show exhibit comprises a chassis, with show finish, and a cabriolet.

Having dealt recently with our impressions of the Straker-Squire based on road performance, we will be content with a brief review of its chassis features. The most striking of these is, perhaps, the separate casting of each cylinder, a design that in modern cars at least is practically unique. The valves are, of course, disposed overhead and are operated by an overhead cam-shaft. The pistons are aluminium alloy, and that the faults that some makers have discovered in aluminium pistons is rather a fault of manufacture than an inherent fault in the metal and its application is proved by the success that has attended the Straker-Squire construction.

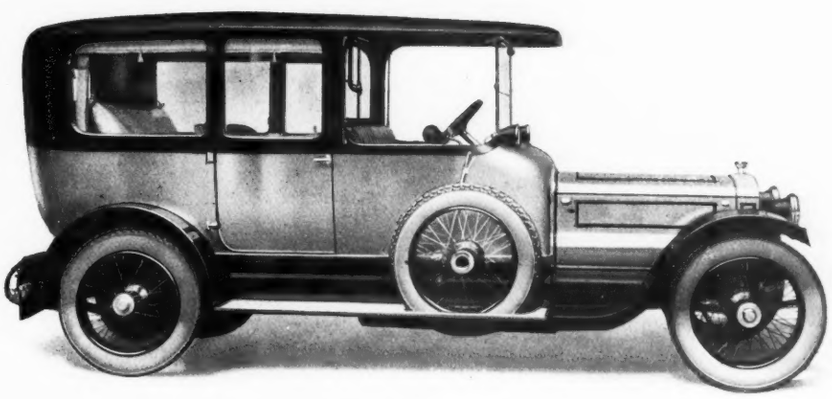
The clutch is of the single plate type, and the gear gives four forward speeds and reverse. The suspension of the car is worthily efficient, being effected by semi-elliptic springs in the front and cantilevers in the rear, the latter being 4ft. in length. As will be seen from a perusal of this report, the disposition of all brakes in the rear wheels is quite a notable feature of modern car design, and to the Straker Squire belongs a large share of the credit in pioneering this excellent practice.

THE RILEY. THE new 11 h.p. Riley car is undoubtedly a very attractive member of its class. It is one of the few light cars in which the designer has succeeded in providing a four-seater body capable of accommodating four grown-up passengers without cramping. Also the Riley "family" body is bound to exercise a considerable appeal. The engine is a four-cylinder monobloc having a bore and stroke of 65.8mm. by 110mm. and detachable cylinder heads; aluminium pistons and inclined valves are employed, so that the special efficiency claimed for the engine has obviously been carefully aimed at in the design. The clutch is of the cone type, fabric lined, and four speeds and reverse are given by the gear-box having a centrally disposed change lever. The universal joints in the transmission system are specially designed to avoid the necessity for lubrication or any form of attention. The power is conveyed through an unenclosed propeller shaft to a bevel-driven back axle running on adjustable Timkin roller bearings, while the differential unit may be easily withdrawn without previous removal of the road wheels. All brakes operate on the rear wheels, which are for 710mm. by 90mm. tyres. The springs, which are semi-elliptics all round, are longer than is usual for a car of this type, and the rear springs are also offset outside the chassis frame.

THE BRITISH ENSIGN CAR. THE British Ensign is a new high-class car that made its appearance at the last Show In this case, as in so many others, labour difficulties have delayed production, and

Daimler

"The Car of Outstanding Value."



THE DAIMLER SPECIAL "SALTLEY" TYPE LIMOUSINE CAR.

The Keynote of the Motor Show at Olympia is the quest for value.

The Daimler Company invite careful comparison of the *prices* of their chassis — the quality has obtained world-wide acknowledgment.

A comparison of values ***will*** ensure your order being placed for a Daimler.

OLYMPIA STAND No. 60

Chassis Prices

Daimler Special, 45 h.p., 6-cyl., **£1,450**
"Standard Thirty," 30 h.p., 6-cyl., **£1,150**
"Light Thirty," 30 h.p., 6-cyl., **£1,125**

The famous Daimler Sleeve Valve Engine is still the ideal motor; its qualities of flexibility, power, reliability and endurance are unrivalled.

The Daimler Company Ltd., Coventry

in this instance they have been accentuated in their effect by also delaying the building of the new factory in which the cars were to be made. Now, however, things promise well for speedy production, and this ultra high-class car, embodying many features of design making for extra efficiency, will soon be available to the public. In one respect at least, the British Ensign stands above every other British car, with, perhaps, one companion. It is fitted with an engine-driven tyre pump, and this, as we have pointed out times without number, is a fitting that we regard as essential for big cars, and at least desirable on all cars. The British Ensign pump is further increased in interest by the fact that it is of the four-cylinder type, being operated from the gear-box.

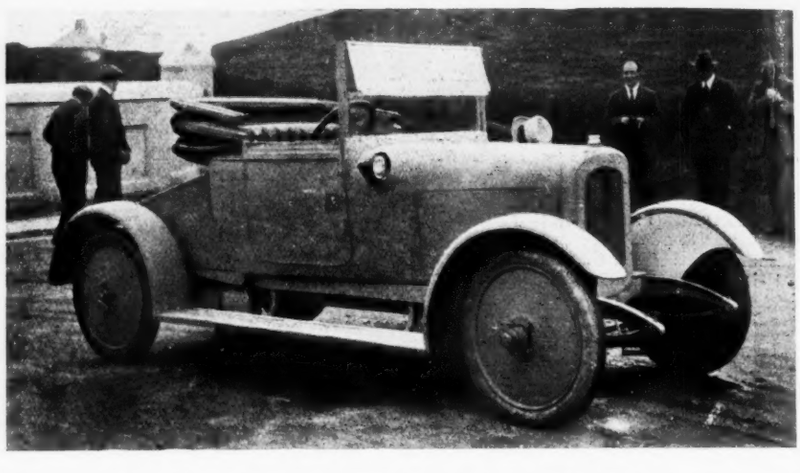
The six-cylinder engine has a bore and stroke of 4ins. by 5½ins., with the aluminium cylinders cast in pairs and fitted with cast iron liners, which are in direct contact with the cooling water. Thus, the construction of the cylinders approximates to an aluminium chamber, into which is fitted the cylinder proper of cast iron. The cylinder head is detachable and is in one piece for the whole six cylinders, and carries the overhead valve gear and cam-shaft. The pistons are of aluminium, and the ignition is by battery and coil, supplying current to a separate set of sparking plugs on either side of the engine. The clutch is of the multi-plate dry type, and the gear-box, which gives four forward speeds and reverse, forms a single unit with the engine. The back axle is of special construction, designed to give a combination of strength, low unsprung weight and silent action. Its main casing is constructed of pressed high-tensile steel; the differential housing is an aluminium casting, and final drive is by spiral bevel, which may be obtained in one of three standardised sizes to give a suitable gear ratio for whichever type of body is chosen. Suspension is by semi-elliptics in front and cantilevers in the rear, the wheels being of pressed steel with detachable rims for 895mm. by 135mm. tyres, although wire detachable or steel disc detachable wheels can be obtained at a slightly increased cost. All brakes operate on the rear wheels.

The instrument board of the British Ensign is one of the most notable at the Show, being most elaborately equipped and provided with means for illumination at night. It may be obtained either covered with ebonite or finished in polished wood, and an extra and unusual accessory that it carries is a hand pump for the lubrication of the universal joint.

THE GALLOWAY. ONE of the few entirely new cars at the Olympia section of the Show is the Galloway, a production to which considerable interest attaches in that the whole of the power at its factory is obtained from mountain streams, so that the production cost is not forced up by inflated charges for necessary fuel. The economy in production has, however, not been directed so much towards producing a cheaper car, but to offering to the public a better quality car than the average at its price. It is shown in chassis form and with a coupé body.

The engine is a four-cylinder with a detachable cylinder head and having a bore and stroke of 65mm. by 110mm., and an R.A.C. rating of 10.5 h.p. No striking departure is made from convention in design, either in the engine or in the chassis.

The clutch is of the inverted cone type Ferrodo lined, the gear-box gives three forward speeds and reverse, and incorporates an automatic locking



THE GALLOWAY COUPE, A LOW-PRICED SCOTTISH PRODUCTION.

BELDAM

ALL-BRITISH TYRES

for GRIP & LONG MILEAGE



BELDAM Tyres are *not* easily punctured; they do not skid; they give magnificent mileage. We can prove these claims by the number of testimonials we hold from experienced, unprejudiced motorists.

Beldam Tyres are as well and truly made as any tyres in the world. We do not ask you to use them for that reason alone—but for their long wearing, anti-skidding and puncture resisting qualities. These qualities are due to the special design of the tread, which is not a fancy pattern but the result of deep study of the nature and properties of rubber and of the stresses it has to bear when used in motor tyres.

There are four types for cars and two for motor cycles. They can be had in all standard sizes. Prices and Booklet free on request.

A few prices: 30 × 3½ size costs £6 3 3; 815 × 105, £8 2 3; 895 × 135, £1 18 3

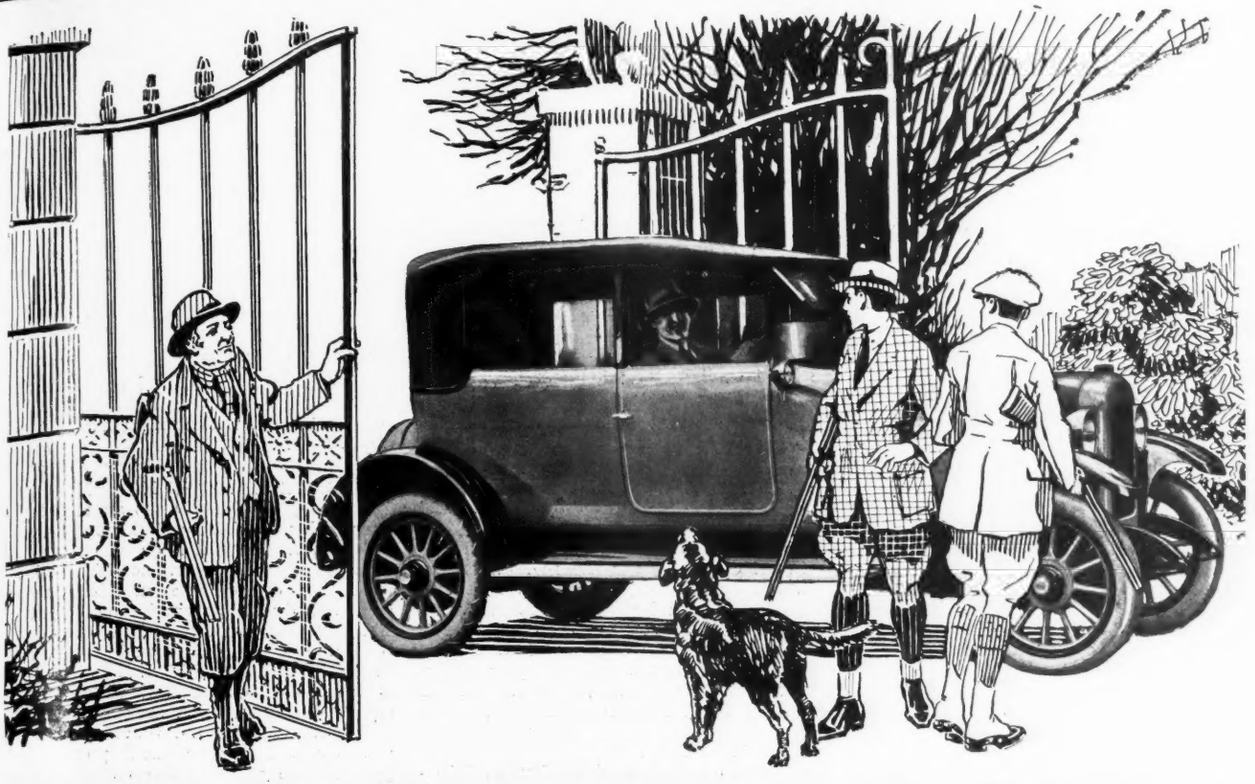
The Beldam Tyre Co. (1920), Ltd., Brentford, Middlesex.

Manchester, District and N. Wales: W. Briggs & Co., Bazaar St., Pendleton. Nottingham: The City Rubber Co., 106, Upper Parliament St. Colne, Lancs.: G. W. Rushworth, Brown St. Northumberland: R. Y. McIntosh & Co., 13, Shakespeare St., Newcastle-on-Tyne. Scotland: Drysdale & Co., York Place, Dumfries. Ireland: Vickery's Bantry Motor Garage Co. Bantry.

MOTOR SHOW
Nov. 5-13.
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BACK FROM THE SHOW-



WITH THE BEST CAR OF ALL

AT the Show everyone asked how such value could be given. The reason is that the makers of the Austin Twenty, while proud of their past, are building up an even greater future. If you missed the Show, an inspection of the Austin Twenty in the show room, with a trial run to follow, will tell you more than words.

The AUSTIN TWENTY

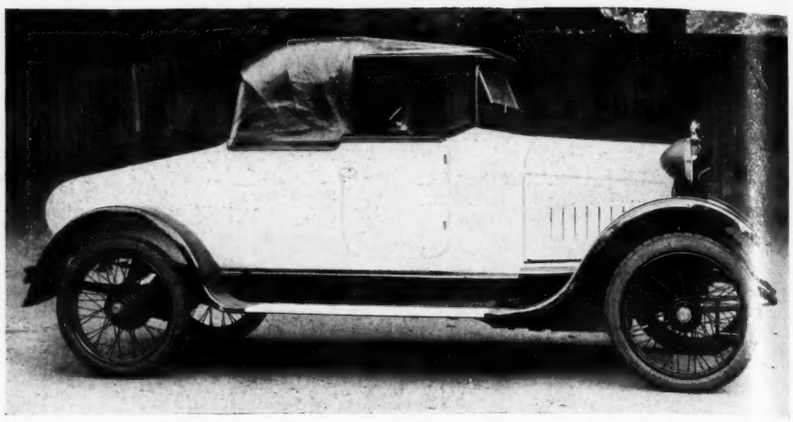
THE AUSTIN MOTOR CO., LTD.,
HEAD OFFICE - NORTHFIELD, BIRMINGHAM
Telephone: King's Norton 230. Telegrams: "Speedily, Northfield."
LONDON: 479-483, OXFORD ST., W.1 AND AT BRUSSELS
MANCHESTER: 130, DEANSGATE. AND LIANCOURT

device to prevent the accidental engagement of two gears at once. The rear axle is three-quarter floating, the shafts being mounted on adjustable roller bearings, and final drive is by straight bevel. Suspension in front is by semi-elliptic springs and in the rear by quarter elliptics, both being 30ins. in length and both protected by special gaiters of the manufacturer's own design, while there is incorporated in the back axle an anti-rolling device to steady the car when taking corners. All brakes operate on the rear wheels, which are Michelin steel detachable for 710mm. by 90mm. tyres. The electric equipment is by Lucas.

THE FIAT. THREE models are exhibited by Fiat Motors, Limited, an Italian concern that needs no introduction to British motorists. The 10–15 h.p. chassis has a four-cylinder monobloc engine with a bore and stroke of 65mm. by 110mm. Pump water circulation, unusual on an engine of this type, but an undoubted advantage, is used; ignition is by the Marelli magneto, and the carburettor is a Fiat form of Zenith. The clutch is of the multiple steel disc type, the gear-box gives four forward speeds and reverse, and final drive is by spiral bevel. The wheels are Sankey steel detachable for 760mm. by 90mm. tyres and, of course, electric lighting and starting is standard. This chassis is also exhibited fitted with a body offering two armchair seats and accommodation for two on the rear seat.

The 15–20 h.p. four-cylinder chassis is the same in general details as the former, except that the bore and stroke of this engine are 75mm. by 130mm., and the wheel size 820mm. by 120mm.

The third Fiat chassis is a six-cylinder with a bore and stroke the same as that of the 15–20 h.p. model, the R.A.C. rating being 20.9 h.p.



THE HURTU SPORTING TWO-SEATER.

All cars are exhibited with Van den Plas coachwork, the reappearance of this famous Brussels firm of coachbuilders being very welcome.

THE HURTU. EXHIBITED by Messrs. Ariel Motors and General Repairs, Limited, the Hurtu car is now manufactured in one model only. This is the 14 h.p., having a four-cylinder engine with a bore and stroke of 76mm. by 130mm. The magneto is an S.E.V., and the carburettor is a Solex. A leather cone clutch and four-speed gear-box transmit the power to a bevel-driven rear axle, and the wheels are for 815mm. by 105mm. tyres. The electric lighting and starting equipment is by Paris-Rhone.

The cars exhibited are four models—a 4–5-seater touring, a two-seater coupé with dicky, a four-seater coupé with front armchair seats and frameless windows, and an enclosed torpedo body that can be used as either a totally enclosed or open touring car. This car now has its radiator in front of the engine in the conventional position which has certainly smartened its appearance.

METEORITE CAR. THE Meteorite is an 11.9 h.p. car which undoubtedly stands out among all those at the Show on the score of attractiveness of appearance, for it has undergone considerable modification in general body lines from its predecessors. The engine is a Coventry Simplex with a bore and stroke of 66mm. by 109.5mm. The magneto is a B.T.H., and carburation is by Zenith carburettor, with electric equipment by C. A. Vandervell. Three speeds and reverse are provided by the gear-box, and the tyre size is 710mm. by 90mm. The price of the car is rather higher than that of many of its class, though not actually the most expensive of them all, but it includes full insurance for twelve months. The four-seater is £650 and the chassis £450.



Selection

IF you want a car that will give you complete satisfaction and lasting service at a reasonable cost, added to the highest distinction in outward appearance, then we believe you will make a mistake if, before you buy, you do not carefully inspect the Classic CALCOTT.

It is a car that from every standpoint—beauty, utility and efficiency—deserves, and is receiving attention from that class of purchaser who can command the best.

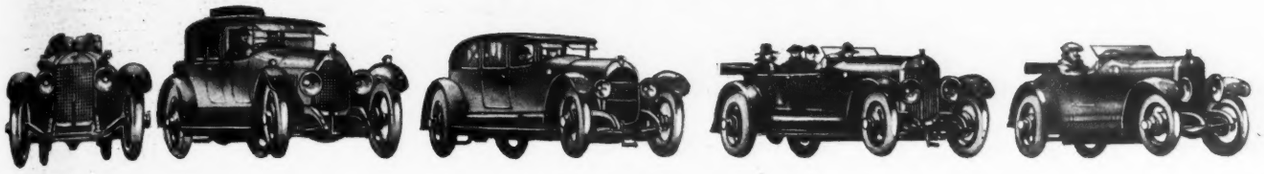
Illustrated particulars will be sent upon request.

CALCOTT BROS. LTD., COVENTRY.

Established 1885.

The CLASSIC CALCOTT

MOTOR SHOW—OLYMPIA 1920



The remarkable reputation of

DUNLOP TYRES AND WHEELS

and their undoubted influence on the development of car-design make an inspection of our products a necessity.

DUNLOP MAGNUM TYPE TYRES, BEADED EDGE.
The latest and best development of the tyre that made motoring possible: in all standard sizes.

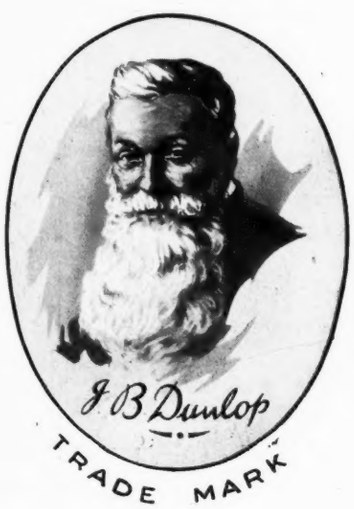
DUNLOP MAGNUM TYPE LIGHT CAR TYRES.
In new British standard sizes.

DUNLOP STRAIGHT SIDE CORD TYRES.
Made in all standard sizes.
A full moulded tyre with special rubber non-skid tread, built on Dunlop multiple cord casing.

DUNLOP RIMS FOR BEADED EDGE AND STRAIGHT SIDE TYRES—the latter having removable side flange.

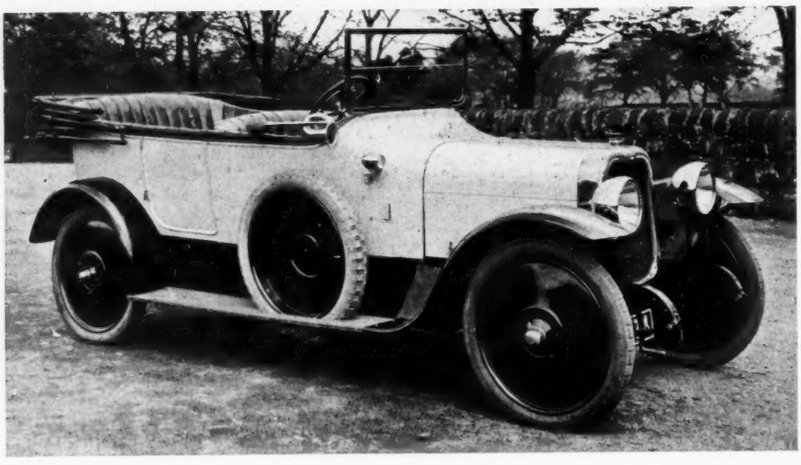
THE DUNLOP RANGE OF DETACHABLE WHEELS
for every requirement and taste:—
Wire Wheel.
Pressed Steel Wheel.
Wood Wheel.
Corrugated Disc Wheel.
Combination Disc and Wire Wheel.

DUNLOP MOTOR TYRE ACCESSORIES of every description, designed for economy and convenience.



STAND 221

EXHIBITS AT THE WHITE CITY



THE ARGYLL TOURING MODEL.

15·9 h.p. ARGYLL. FITTED with four speeds forward, right-hand change for the gear ratios and a four-cylinder 80mm. by 130mm. stroke engine, the 15.9 h.p. Argyll touring car staged at the White City costs £900 complete, fitted with Brolt dynamo and electric engine-starting set. Michelin steel wheels with 820mm. by 120mm. tyres are fitted on this Admiralty grey painted car, which is upholstered in leather to match its panels. A three-seater, coloured silver grey, is also shown; together with an interior-drive saloon seating four persons, painted crimson lake and upholstered in French cloth. Its price is £1,350. The details of this Argyll differ in no way from the chassis displayed at the Glasgow motor show in January last. The ignition is by B.T.H. magneto, and a Zenith carburettor is fitted. It seems a serviceable vehicle built on usual motor practice lines with single sleeve-valve engine.

12 h.p. A B C. CLOSELY following aero practice in engine design, the small, light 12 h.p. A B C car should prove an interesting exhibit to those motorists who like air-cooled engines built on high-class lines. Its two horizontally opposed cylinders have a bore and stroke of 91.5mm. Four forward speed ratios are given, 4 to 1, 6 to 1, 8.5 to 1, and 12.5 to 1, with the reverse 16.5 to 1 actuated by a centrally placed control lever. The coach-work is designed to carry two persons and their luggage, together with an emergency dicky seat and the usual equipment, including a 6 volt C.A.V. dynamo lighting set, but no engine mechanical starter. Its price is £414 15s. ready for the road, with spare wheel and 710mm. by 90mm. Dunlop tyres. Last show this price was considerably less.

15·7 h.p. RYNER-WILSON. EACH annual motor show brings forth some new cars to give motorists a further choice of selection, and one often wonders whether they will be seen again. This year the White City can lay claim to introducing several new cars to the public, and among them is the six-cylinder Ryner-Wilson built at Merton Abbey, which can thus claim to be a London suburban production. It may best be described as a 10 h.p. car that has an extra pair of cylinders, so is actually a 15.7 h.p., for it caters for those who want a small six-cylinder car of merit. Its design is good, and has many interesting features, notably a 65mm. by 115mm. six-cylinder engine, overhead valves, cast-iron pistons with aluminium heads, a dry sump and automatic lubrication. It also has a four-speed and reverse gear-box, brakes, both hand and pedal, acting on drums on the back wheels, full floating rear axle and rear double cantilever springs. The front springs are semi-elliptic. This Ryner-Wilson car has a ground clearance of 10ins.—a good feature—while the wheel-base is 10ft. 3ins. and track 4ft. 8ins. The chassis price is £700. Like all new cars, the road is the surest test of its full merits, but it looks as it it were worthy of undergoing that supreme trial.

11·9 h.p. BEAN. THERE are so few cars that show any reduction in price that, if for this reason alone, the 11.9 h.p. Bean deserves the attention of the motor buying public.

Ensign

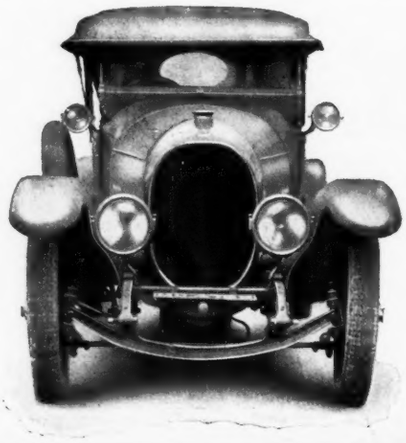
PROOF *v.* CLAIMS.

THE owner of an automobile de luxe purchases his car only after the most thorough investigation.

We neither ask nor expect you to accept without question the claims to all-round superiority which we make for the BRITISH ENSIGN SIX-CYLINDER CHASSIS.

We desire only an opportunity of establishing these claims. If you are interested, ask for fuller particulars or, better still, a demonstration appointment. In no other way can adequate appreciation of this remarkable production be obtained.

IT RANKS with the BEST in the WORLD.



Exhibits at Stand No. 130 OLYMPIA

British Ensign Motors Limited

HAWTHORNE ROAD WILLESDEN GREEN

LONDON, N.W.10

BEARDMORE POLICY

Second Announcement.

THE flattering reception of BEARDMORE MOTOR CARS at Olympia in 1919 was most encouraging.

Those responsible for BEARDMORE REPUTATION realise that the ACID TEST is reached only when Cars are in the hands of the Purchaser.

The past year has been spent in thousands of miles of Road Testing, combined with periodic examination, and the careful checking of results.

Each Model has now covered a greater mileage, under more exacting conditions, than will be demanded by the average Owner in three years of normal use.

Modifications which have proved to be a REAL ADVANTAGE ONLY have been incorporated.

Hundreds of thousands of pounds have been expended in providing the most modern Precision Machinery, Jigs and Tools that the World could supply.

Production is going forward at an increasingly rapid rate.

YOU are cordially invited to inspect and express YOUR OPINION of the result of this year's work on

STAND No. 46 OLYMPIA

A car for every purpose

BEARDMORE MOTORS, LTD.

(Ppl. Proprietors: Wm. Beardmore & Co., Ltd.)

112, Great Portland Street, London, W. 1.

Telephone: 238 Gerrard.

SPECIFY AN *APOLLO HORN ON*

Your New Car and you will be assured of complete safety on your run, whether it be in Town or Country. You will find it clears the way with a strong clear note.

That the steadily increasing traffic is increasing the dangers to Motorists we must admit, we should therefore be ready to combat them, and the most effective way is to fit an Apollo Patent Electric Horn.

See our Stand at the White City and have Apollos demonstrated, then have one fitted.

Stand No. 507, S.M.M.T. Motor Show, White City

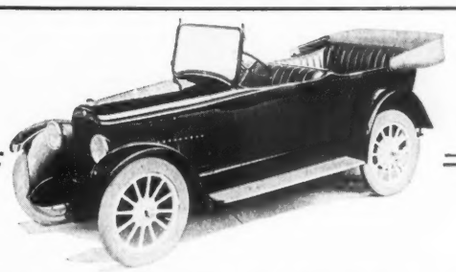
It is just right for a foggy Day or Night, it is so economical, it will not lower the headlights.



APOLLO HORN
No. 5 Model.
Price £5 5 0 each.

APOLLO PLUG MFG., Co. Ld., Birmingham
'Phone, Midland 278. 'Grams, Apollo, B'ham
64a, Gt. Titchfield Street, London, W. 1
'Phone, Museum 6281. 'Grams, Ugornapol, Wesdo, London.

Apollo HORNS



Owners of the Nash are most enthusiastic of the consistently high character of its performance.

We believe that you too will be equally convinced of its superiority after a trial run.

THE NASH SIX

IMMEDIATE DELIVERY.

Two and Five-Seater Models . . .	**£800**
Seven-Seater Models	**£890**

The undermentioned firms have the sole selling rights for Nash cars in their respective districts:

SCOTLAND: Glasgow Automobile Co., Ltd., 38-85, West George Street, Glasgow. SOUTH WALES & MONMOUTH: Boulds Motors Ltd., 134, City Road, Cardiff. IRELAND: Dublin Motor Co., Ltd., Dublin. WARWICK, WORCESTER & STAFFORD: Midland Counties Motor Garage, Ltd., Paradise Street, Birmingham. LEICESTER & RUTLAND: Midland Counties Motor Garage, Ltd., Granby Street, Leicester. LANCASHIRE & CHESHIRE: Talbot Garage, Mersey Square, Stockport. N. WALES: A. Deacon & Son, Ltd., Llandudno. YORKSHIRE: Eric Myers, 52, Manningham Lane, Bradford. NOTTINGHAM, DERBY & LINCOLN: Huskinson & Ashwell, Ltd., St. Peter's Gate, Nottingham. SOMERSET, CORNWALL, DEVON & GLOUCESTER: R. E. Jones, Ltd., Bristol and Exeter.

CHARLES JARROTT & LETTS Ltd.

Showrooms:

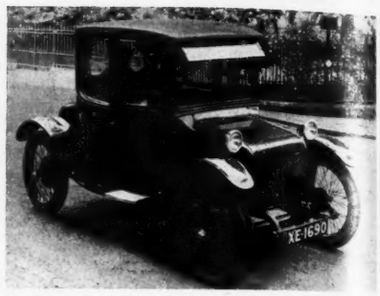
40, CONDUIT STREET, LONDON, W. 1.

Telephone: Mayfair 3243. Telegrams: "Jemidar, Reg. London."

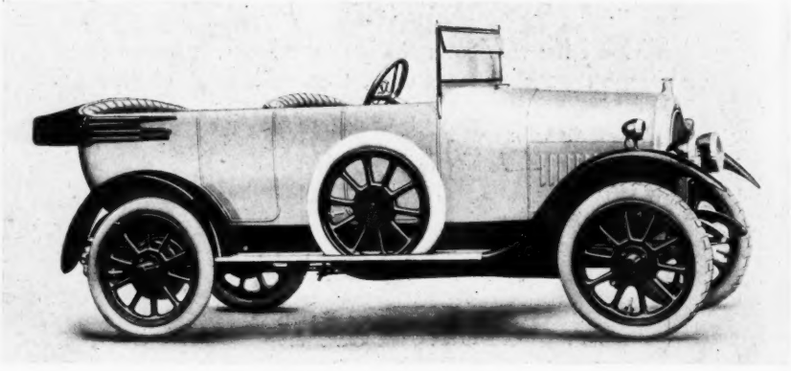
It has also merits of its own besides this feature, for though of sturdy construction, it has a low fuel consumption—thirty to thirty-five miles to the gallon—and its cost for a two-seater is £495. The four-seated touring model is listed at £545, and is a serviceable vehicle which has been improved in detail since it was introduced to the public last year. The Bean cars have also retained the right-hand control for the three forward and reverse gear changes and for the hand brake, and a positive gear drive is provided for the speedometer. Both clutch and brake pedals are fitted with non-slip rubber pads which are adjustable for length, while the accelerator pedal has an aluminium roller for the foot to give ease of movement and absence of fatigue. Lighting and starting electric equipment and a full kit of accessories are provided, including clock and a spare wheel and tyre, so that the car is sold ready for the road. Two and four seated coupé models are also staged with the two and four seated touring cars. The engine has its four cylinders of 69mm. bore and 120mm. stroke, all the valves being on one side. Switch and ignition levers are mounted above the steering wheel and do not rotate with it. High-tension magneto ignition and a Zenith carburettor fed from a gravity tank in the scuttle dash, with semi-elliptic springs back and front complete this brief specification of its salient features.

20 h.p. MORS. AS this new car with the Knight sleeve valve engine was fully described last week, our readers may like to inspect it at the White City, where it is staged by Malcolm Campbell, Limited. It can be seen on that stand with various types of coachwork fitted. Here also can be viewed the two models of this 20 h.p. Mors, one with cylinders cast monobloc with a 10mm. longer stroke than the described car, in which they are cast in pairs 90 by 130 mm.

MILBURN ELECTRIC CAR. THOUGH the cars that fill the hall of the White City owe their power to the internal combustion engine, yet there are at least two examples that are the exception. One is the Milburn "light" electric car built in America and here shown by Joseph A. Mackle, Limited. Its price complete is £1,385, its range of travel without a recharge of its electric batteries is eighty miles, and it can attain a speed of thirty miles per hour on the level road. Fitted with large wire wheels and a good suspension system, it travels very smoothly, and requires no exertion to drive—a point that deserves attention, especially by ladies. The accumulators are placed half in the front, under the driving bonnet, and the other half in the rear, behind the brougham body, while the motor is carried near the back axle, driving the wheels through a propeller shaft and underhung worm. Four forward and four reverse speeds are given by simply moving a lever into the marked positions and two foot brakes are provided besides the electric brake actuated by pulling the control lever towards the driver. At the present cost of electricity the running cost of the Milburn electric car is estimated to be about a halfpenny per mile. Agents have now been appointed all over England, who can charge and change batteries when needed.



THE MILBURN ELECTRIC COUPE, THE ONLY ELECTRIC VEHICLE IN EITHER SHOW.



THE 11.9 H.P. BEAN.

G·N

Without a Rival

THE G.N., the successful two-seater, has no serious rival. Its economy surpasses that of the average motorcycle and sidecar, its cost is about the same, while in comfort, liveliness and roadworthiness it is greatly superior to the light car. The following letter is of interest:

14, Dover Street, Piccadilly, London W.1. Sept. 27th, 1920.

Gentlemen,

I have noticed in your recent advertisements the exceedingly modest claim of a consumption of 60 miles per gallon. It may interest you to know that over a mileage of some 8,000, my average works out at over

72 miles per gallon,

and this usually with three up, and often camping equipment in addition.

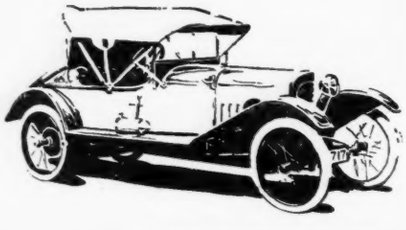
If you care to make use of this you are of course at liberty to do so.

Yours faithfully,
(Signed) Hubert A. Thompson.

Prices from **£241 17s. 6d.** with Equipment.

G.N. Ltd., EAST HILL, WANDSWORTH, LONDON, S.W. 18.

WHITE CITY
Stand No.
425



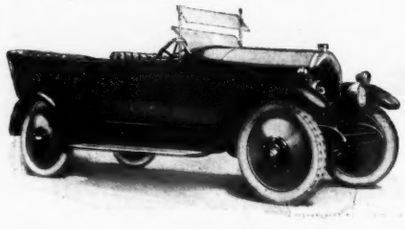
Ruston-Hornsby

The Car of Quality & Value

THE specification of the 16-20 H.P. Ruston-Hornsby is worthy of careful examination by every potential car buyer looking for value, simplicity and completeness of equipment—it is the ideal car for owners who want hard service from their car, with minimum trouble.

In a letter, typical of many we have received, an owner of a 16-20 h.p. Ruston-Hornsby, writes:

"The Car has already done over 3,000 miles and has never given the slightest trouble . . . . . I have attained 55 miles per hour without any undue strain on the engine."



PROMPT DELIVERY

of the car complete with 4/5 seated body

£650

Chassis only,

£542

Send for the specification to the

Sole Concessionnaires:

C. B. WARDMAN & CO., LTD.

122, Great Portland Street, London, W.1

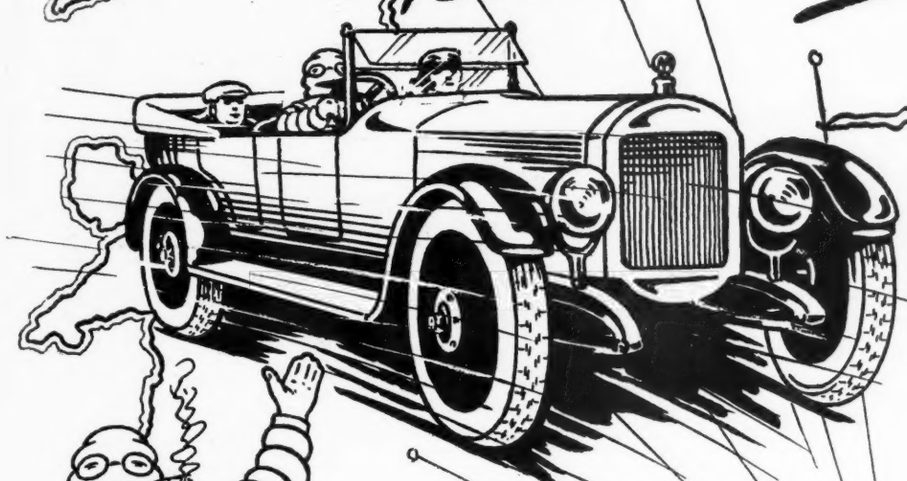
Telephone: Mayfair 5751-2. Telegrams: "Rusorncy, Wesdo, London."

St. James's 5.

MICHELIN

DETACHABLE WHEEL AND TYRES

Mean a pure arrival





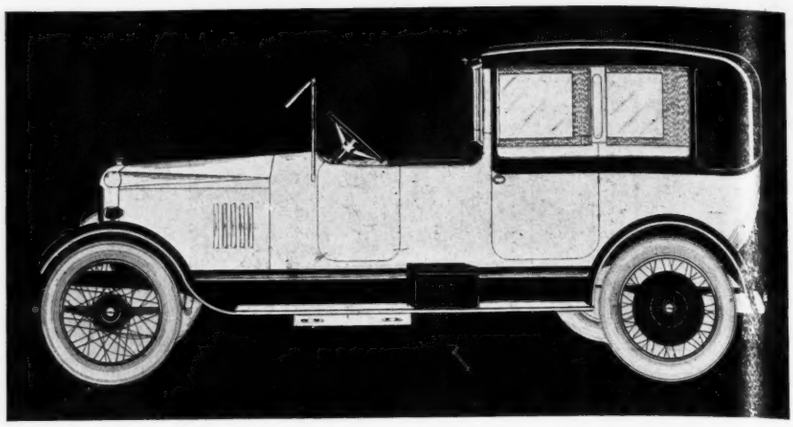
STAND NUMBER

236



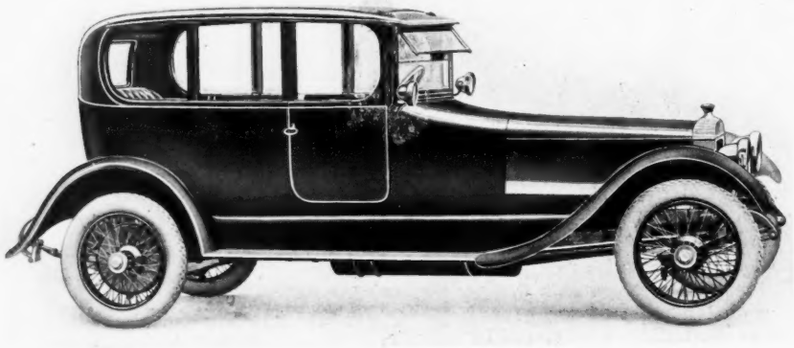
NOTABLE CARRIAGES

Messrs. Arthur Mulliner (London), Ltd.—A body somewhat novel for this country is exhibited by Messrs. Mulliner on a Vauxhall chassis. It is described by its makers as a three-quarter cabriolet, which may be used as an open or closed car; but as there is never any protection for the driver other than that afforded by the wind screen, it approximates more closely to the American brougham or Continental berline than to more regularly accepted British designs. A vee-fronted, interior drive limousine is shown on an Armstrong-Siddeley chassis, and a special feature of this body is the combined dash instrument board and cupboards. Another body by the same firm of the alternatively totally enclosed or open type is shown on a Buick chassis.



A MULLINER CABRIOLET BODY ON A 25 H.P. VAUXHALL CHASSIS.

Messrs. Maythorn and Sons.—A very striking exhibit is the patent limousine, fitted to the 45 h.p. Special Daimler chassis, exhibited by Messrs. Maythorn and Sons. This car may be used either as an open or closed car as desired and is a standard Daimler production by this firm, as also is the open touring body fitted to the 30 h.p. Minerva and the three-quarter landaulet on the 15-20 h.p. Fiat.



AN EXAMPLE OF MAYTHORN BODYWORK, A SALOON FITTED TO A DAIMLER 45 H.P. SPECIAL CHASSIS.

Trailer Caravan.—Quite a number of motorists like camping out in the warm weather, and these are catered for by Piggott Brothers and Co., Limited, who exhibit at the White City their patent trailer caravan. This is the usual form of gipsy wagon carried on two wheels that can be towed by any ordinary car, as it runs lightly and the weight is not excessive. Three sizes are shown, namely, 9ft. by 5ft., 12ft. by 6ft. 9ins. and 17ft. by 6ft. 9ins., all fitted up with sleeping berths, tables, lockers, stove, and the usual household requisites for comfort. With windows all round and a clerestory for better ventilation in the roof, the housing question—at any rate for the summer-time—appears to be solved by this caravan trailer.

MOTOR EXHIBITION

Olympia & White City

NOVEMBER 5-13

Every important motor manufacturer advertised his exhibit in

The Times.

because he knew that "THE TIMES" is the greatest force in attracting the attention of those who must have the best of everything and can afford to buy it.

ONLY after severe practical tests was the

WEFCO PATENT SPRING COVER

made *standard equipment* on the entire output of several car manufacturers

The moral is plain. These makers chose the Wefco *on its merits*—for the perfect protection it affords, for its durability, and neat, snug-fitting appearance.
You cannot do better for *your* car than have Wefcos fitted to the springs.



Note the under-lapping tongue, the two flanges, one at each side of the springs, the interlocking joint, and the neat invisible lacing system

Write for our Illustrated Booklet :
Patentees and Manufacturers: WILCOT (PARENT) CO., LTD.
667, FISHPONDS ROAD, BRISTOL.
London Office : 41, Avenue Chambers, Southampton Row, W.C. 1.

St. Jame's 36.

An Owner pays tribute to the 8h.p. ROVER

"Running costs remarkably low."

"I have been most agreeably surprised by the comfort and efficiency of the 8 h.p. Light Car. I have now covered approximately 1,000 miles without any trouble whatsoever, although I have used the car on long runs, and in very hilly country. Speaking as a Light Car owner-driver for the last eight years, I must say the little Rover compares very favourably with the more expensive types. The power of the engine shows to particular advantage when climbing, taking hills on top. The result is a particularly good average on a long run. The springing is excellent, the units are accessible, and the *running cost remarkably low.*"

MODELS & PRICES

8 H.P. Two-Seater	£300
12 H.P. Two-Seater	£735
12 H.P. Four-Seater	£775
12 H.P. Coupé	£875

FOR COMPLETE SPECIFICATION WRITE—

THE ROVER COMPANY, LTD., COVENTRY
AND AT
59a, NEW OXFORD STREET, LONDON, W.C. 1
LORD EDWARD STREET, DUBLIN

St. James's 5

11·9 Bean

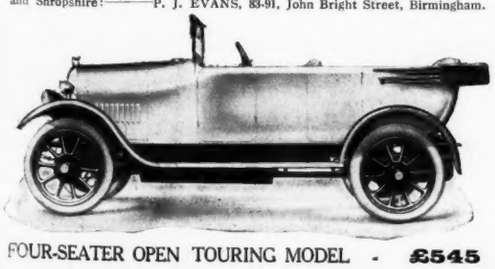
"THE LEADER OF ITS CLASS"

Your appointment will be kept

if you depend upon a Bean. It is the no-trouble car, thoroughly reliable and trustworthy. A car that you can drive for long journeys without any suggestion of bodily fatigue. It maintains a high average speed. Its engine is lively and docile, its steering light and responsive. It is built with a robustness that ensures long and faithful service.

Complete Specification can be obtained from
A. HARPER, SONS & BEAN, LIMITED
HEAD OFFICE: DUDLEY, WORCESTERSHIRE
Tel.: Dudley 2469. Tel.: "Waddams, Dudley."
Works: TIPTON & SMETHWICK.

Or the Manufacturers' Representatives:—R. E. MAUDE, B. M. Depot, 20, King St., St. James's, S.W.1; R. H. COLLIER, B.M.T. Depot, 230, Deansgate, Manchester; H. C. BERRY, B.M.T. Depot, Coventry Rd., Yardley, Birmingham; J. A. WARDMAN, B.M.T. Depot, 4, Duncan St., Leeds; A. A. ADAMS, B.M.T. Depot, St. Thomas St., Newcastle-on-Tyne; R. H. COLLIER, B.M.T. Depot, British Motor Buildings, New City Rd., Glasgow.
Sole Distributor for the Counties of Warwickshire, Worcestershire, Staffordshire and Shropshire:—P. J. EVANS, 83-91, John Bright Street, Birmingham.



FOUR-SEATER OPEN TOURING MODEL - £545

St. James's 45

Olympia

Car Exhibition
Nov. 5th-13th

Stand No. 177 (in the Gallery)



LODGE PLUGS LTD., RUGBY.

ASK YOUR GARAGE



From a photograph of a radiator entirely rebuilt and ready again for service. 10

to fit you a Serck Radiator. You will be astonished at the vast improvement it will make in the appearance of your car. We have a special Department and Branch depots for repairs and replacements.

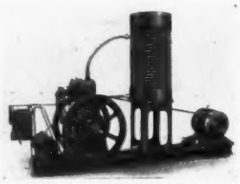
SERCK RADIATORS LTD.
(Late Motor Radiator Manufacturing Company)
Warwick Road, Greet, Birmingham
Telephone: Birmingham, Victoria 531.
Tel. Address: "Nerleak, Birmingham."
BRANCH DEPOTS FOR REPAIRS, &c.:
CHESTER: KALEYARDS, FRODSHAM ST.
SUDBURY (SUFFOLK): CORNARD WORKS

Send to Serck

VISIT OUR EXHIBIT AT OLYMPIA, **STAND 1**

AN AUTOMATIC ELECTRIC LIGHTING PLANT of proved merit

BRITISH MADE. HUNDREDS OF AWARDS.



Single Cylinder Belt-driven Plant for Country Houses, Bungalows, etc. From 40 to 150 lights . .

THE BEST PLANT FOR

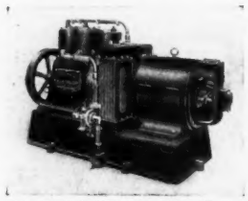
Lighting
Pumping
Vacuum Cleaning
Washing
Ironing
Cooking
and other purposes.

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AN EXPERIMENT IN DRILLING

SPECIAL OPPORTUNITY FOR "COUNTRY LIFE" READERS.

I HAVE often emphasised in these columns the fact that one advantage of the tractor which is often overlooked when considering its merits is that it provides sufficient power to enable operations which hitherto had to be carried out independently to be performed simultaneously. I described a few weeks ago a machine made by Fowlers for use in connection with their cable sets, which was designed to allow of cultivating, drilling, harrowing and rolling, all being performed at once by one machine. A similar machine, particularly adaptable for use behind the tractor, although it can be used, with less facility perhaps, behind horses, is Mr. Dunn's patent combined drill and manure spreader. This implement has been described already in these columns, and I will not, therefore, go into detail concerning it just now except to remind readers of its leading features. In the front are a number of hoes which open up furrows 3in. or 4in. wide for the reception of the seed. The latter is contained in a seed box of the usual form, and is delivered by means of special drills so that the seed is deposited in this comparatively wide trench, singly and in a zigzag path. Behind the seed box may be one or more boxes for artificial manures, which are deposited in the same trench as the seed. Behind the manure spreaders come another set of hoes which are so devised that they turn up the soil on each side of the seed trench and cover the seeds and manure already deposited. It is claimed for this machine that, besides



REAR VIEW OF THE DUNN'S SEED AND FERTILISER DRILL. SHOWING CONDITION OF THE SURFACE AFTER PASSAGE OF THE MACHINE.

effecting an economy of half a bushel an acre of seed, it plants the seed and deposits the manure so much more effectively that a better plant results. This has to my own knowledge been indubitably proved in various parts of the country, but I am happy to be able to inform readers that special arrangements have been made for a careful test of this method of sowing. Mr. C. H. Gray of Lindsey Hall Farm, Lindsey, Suffolk, sowed on October 22nd and 23rd of this year, in Millbrook field on that farm, Yeoman wheat, using for the greater portion of the field Mr. Dunn's machine. Two classes of artificial manure were used, viz., wool shoddy and basic slag to the extent of 10cwt. and 4cwt. per acre respectively. It is important to note that this seed was planted in a field from which a heavy crop of winter oats had just been taken, reversing the usual rotation and making the conditions of the test more difficult. For purposes of comparison three stretches of the field were sown with a disc drill, the manure being broadcasted in the usual way and the same weights per acre being used as with the Dunn machine. This field is open to inspection on the part of any reader of COUNTRY LIFE, and, additionally, Mr. Gray has kindly arranged that I may visit it from time to time during the coming season and have photographs taken to show the relative growths of this crop and those on the rest of the field.

It is important to note, in reference to the photograph which accompanies this article, the somewhat rough condition of the field. Mr. Gray tells me that in ordinary circumstances this field is liable to lash, but with the surface in the condition shown that liability will be considerably decreased; while, owing to the efficient method of sowing, it will not affect the plant growth. He proposes in the early spring to run over the field with a light harrow in the direction at right angles to that in which the drill travelled. CULTON.



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MANY women buy scientific pearls under the impression that they are buying Técla pearls, *which is a serious mistake.*

It is not sufficient to buy scientific pearls, one must buy Técla pearls just as in ordering a book *one must designate the title.*

We emphasise this particularly because Técla pearls have not escaped the penalty of success—*they have been freely copied.*

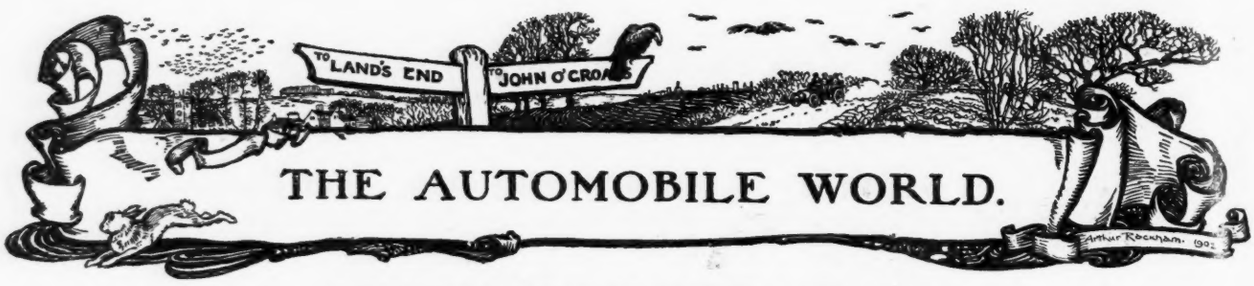
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MULTI-CYLINDER CARS

WITH MORE THAN SIX CYLINDERS.

ONE had been led to think by last year's Show that this year's event would reveal a large number of multi-cylinder cars, using the term "multi" to signify more than six cylinders. The expectation has not been realised altogether, although there was an increase in the number of models with more than six cylinders at the past show than there were last year. Possibly over that of been still more had it not been for the increase in the cost of fuel and the new taxation scheme. Although not inherently extravagant, the multi-cylinder engine must use more fuel than another engine of similar horse-power but with a smaller number of cylinders, assuming the over-all design to be of an equal standard in both cases. Again, the multi-cylinder engine is not bound to be of high horse-power for any theoretical reasons, but practical considerations decide that it is unwise to make cylinders of less than a given size. Details of design, of course, exercise an important influence on the question, but speaking in a very general way, when the cylinder bore is less than 60mm., the general performance of the engine is apt to suffer more by the possession of cylinders of such small size than it gains by an addition in number. Hence it works out practically that an engine of more than six cylinders is of higher power than one of less, if both are to be successful commercial propositions.

One of the smallest of such engines at the Show was the Guy, which is already familiar to our readers, as it has been in production for some time. The bore and stroke are 72mm. by 125mm., giving an R.A.C. rating of 25.7 h.p. The Guy was the first all-British eight-cylinder car, and the interest of its chassis, it will be remembered, is by no means limited to its power unit, for its automatic lubrication system is a feature that will appeal to every private owner.

A new British eight-cylinder car introduced at Olympia is the Leyland, in which the cylinders are arranged in line, *i.e.*, one behind the other and disposed vertically on the crank-case so that the engine presents the appearance of an ordinary six-cylinder with two extra cylinders added. The Leyland is thoroughly high-class, and when put into production is to sell at a thoroughly high-class price, £2,500. Of the performance of the car we are not able to speak from experience, but judging from the specification and the high standard of workmanship manifested, this should be very high. It will be seen on inspecting it that the lines of the complete vehicle are ultra-sporting, and, indeed, the exhibit was one ot the most impressive at the Show. Its leading chassis particulars are a bore and stroke of 80mm. by 140mm., giving an R.A.C. rating of 40 h.p. The valves are overhead, and the pistons are aluminium of the slipper type, two features of design eminently popular with the modern designer straining after maximum efficiency. Strangely enough, no magneto is fitted to this *de luxe* production, entire reliance being placed on battery and coil on the Delco system, a feature in which the Leyland differs from other high-class British cars that invariably have magneto, even if battery and coil are fitted as supplementary. There are two carburettors, each supplying four cylinders, and this system will undoubtedly overcome what could have been raised otherwise as an important objection to the engine as a type that gas distribution problems militated seriously against satisfactory behaviour.

The clutch is of the single disc type, the gear-box gives four forward speeds and reverse, and carries the starting motor; the back axle is also of unconventional construction in that it has twin bevels at the rear end of the propeller shaft. The suspension system, again, is unconventional, incorporating a torsional anti-rolling device in both front and rear axles. The wheels are fitted with 895mm. by 135mm. tyres.

The Talbot Darracq eight-cylinder model was one of the interesting innovations of 1919 and the power unit remains substantially as it was then originally designed. The bore and stroke are 75mm. by 130mm., the cylinders being arranged in the ordinary eight-cylinder manner of two blocks of four, forming a V, each set at an angle of 90° The clutch is of the plate type, the gear-box gives four forward speeds and reverse, and spiral bevel final drive is now employed. The springing of the car has undergone some modification in the form of much longer cantilever rear springs, while another very interesting feature of the chassis is the adoption of front wheel brakes, which, it is stated, were found to be necessary on account of the speed capacity of the car, and were not added merely as a selling point. The brake foot pedal operates all four brakes simultaneously, while the hand lever, which is centrally disposed on the top of the gear-box, controls the brakes on the back wheels only. It is interesting that no compensating mechanism is employed for the balancing of the front wheel brakes, although there is compensation between the front and back bearings, and a final feature of the design is that on corners the driver brakes only on the inside front wheel and the two back wheels. The speedometer is driven off the bottom of the gear-box.

Hailing from Italy, the Isotta Fraschini, was the first modern car to adopt the eight-cylinder-in-line engine, the announcements of its *début* being made about the middle of this year. There is only one word that describes this chassis, and that is, "magnificent." On inspection of the car it occurs to one that never before has the full meaning of the term "imposing" as applied to automobile design been fully realised. Its engine has a bore and stroke of 85mm. by 130mm., giving an R.A.C. rating of 30.4 h.p. The valves are situated overhead and are operated by push rods, the cylinders, forming a monobloc casting. There are two carburettors each supplying four cylinders, and these are of special Zenith design. The clutch is of the plate type, the gear-box gives three speeds and reverse, and final drive is by spiral bevel, the springs are semi-elliptics all round and all four wheels are braked, completed by 895mm. by 135mm. tyres. Considering its design and quality of execution, the Isotta Fraschini seems a very cheap chassis at £1,850, which is actually less than the price of some of the six-cylinder cars.

From the United States of America comes the Packard, the only car at the Show having more than eight cylinders, the number in this case being twelve. These are arranged in two blocks of six each at an angle of 60° for the V setting their bore and stroke being 76mm. by 127mm., giving an R.A.C. rating of 43 h.p. The cylinder heads are detachable, there being one head for each block of six cylinders. Carburation is by a special Packard instrument which embodies an ingenious combustion aider to facilitate starting. Ignition is as one now expects it to be on American cars, by battery and coil only, no magneto being fitted. The valves are arranged side by side inside the cylinder V. The clutch is of the multi-plate type, the gear-box gives three forward speeds and reverse, and the final drive is by spiral bevel. The springs are semi-elliptics all round, and the car is noted among vehicles of its class in that its wheels are of wood, detachable, of course, the tyre size being 920mm. by 135mm. The cost of this chassis is £1,950

Of the remaining eight-cylinder cars available to the British public three are of American manufacture, and to America is due most of the credit for pioneer work in this attempt to popularise the multi-cylinder engine. First comes the Apperson, a car notable among its compatriots for its neat and, to British ideas, pleasing over-all lines. The engine has its cylinders in two blocks of four, and it is almost the only American engine on which detachable heads are not fitted. The bore and stroke are 83mm. by 127mm., giving an R.A.C. rating of 33.8 h.p. A single plate clutch communicates to a three-speed gear-box, and final drive is by spiral bevel. Suspension is by semi-elliptic springs in front and three-quarter elliptics behind, the tyre size being 34ins. by 4ins.

The Oldsmobile also makes a departure in its cylinder construction, although detachable heads are fitted and the departure is only to be regarded as one in its application to an eight-cylinder V engine—the cylinder barrels and the crankcase form a single casting. Bore and stroke are 72mm. by 120mm. with a rating of 25 h.p. The cone clutch and three-speed gear-box form a single unit with the engine, and final drive is by spiral bevel. Springs are semi-elliptics all round, and the wood wheels are for 880mm. by 120mm. tyres. The Oldsmobile is the cheapest eight-cylinder car on the market, for it sells at £875 complete.

At the other extreme on the score of prices is the Bellanger, a *de luxe* French production, with its engine having a bore and stroke of 90mm. by 125mm. and a nominal rating of 50 h.p. The cylinder blocks each form a single casting, and the valves working in the head are disposed horizontally, being operated by long rocker arms from a camshaft in the base of the V. Ignition, somewhat

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is an attribute which forms a natural sequence to the well-considered chassis design and to the accurate machining and fitting which has always been so strongly in evidence at the Sunbeam Works. The cost of repairs to a Sunbeam Car is thus reduced to a minimum.

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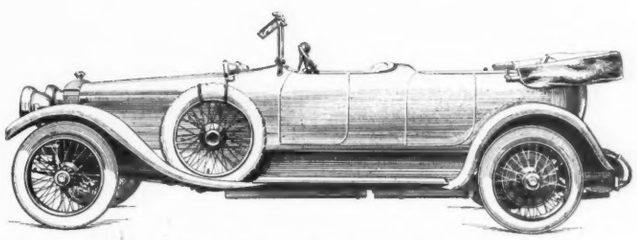
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The outstanding value of the Daimler chassis was the topic of the show. The price of the "Special" chassis shows only a moderate increase above the pre-war figures for a similar type.

The quality of a Daimler has never been questioned, and the present cars exhibit the utmost refinement in finish and design.

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A Daimler "Special," with coachwork by Barker & Co.

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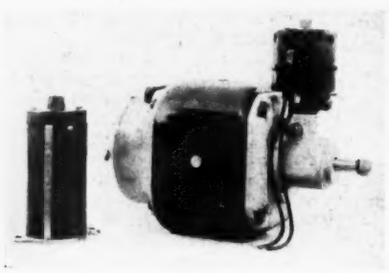
The Daimler Company, Ltd., Coventry

strangely for a French *de luxe* car, is on the Delco battery and coil system, there being two distributors, each mounted at the front of each cylinder block. Three speeds forward and one reverse are given by the gear-box, and the suspension of the chassis is one of its notable features, being by two flat springs in front—arranged side by side—and long single semi-elliptics in the rear. The R.A.F. wire wheels are for 935mm. by 135mm. tyres. The position of the steering-box immediately in front of the dashboard and its connection to the steering arm by a vertical arm is another notable novelty on the chassis.

An eight-cylinder that was not at the Show, but which will shortly be appearing over here, is the Picard-Pictet. Unlike the four-cylinder model of this make, the car will not have a sleeve valve engine on account of the complication involved in its arrangement to a pair of four-cylinder blocks set in V form, and ordinary side by side poppet valves will be used. The bore and stroke are 85mm. by 130mm., giving an R.A.C. rating of 35.6 h.p., and brakes are fitted to all four wheels, as well as a foot brake of large size operating on a drum behind the gear-box.

BATTERY AND COIL IGNITION

A FEW months ago an article in these pages dealt comprehensively with the future of battery and coil ignition on motor cars. It was pointed out that whereas the high tension magneto had obtained an easy victory over the earliest accumulator and coil ignition, this victory



C.A.V. dynamo and distributor in one unit, also the coil (left).

was in no small measure due to the unsatisfactory construction of the latter. Inherent unreliability of ancient accumulators was emphasised by the low standard of mechanical construction of the ignition system as a whole and above all, accumulators on the ancient cars were run under the worst possible conditions, *i.e.*, spasmodic charging and use almost to the point of exhaustion. On the modern car, which is inevitably fitted with a dynamo for the purpose of lighting, the accumulators are run under the best conditions, namely, continual recharging and frequent discharging. Also, accumulators, like everything else, have improved enormously from the point of view of their mechanical construction; and because the accumulator of twenty years ago was an annoying mass of unreliability, it does not by any means follow that the same will hold true to-day. The universal equipment of cars with electric lighting, necessitating the provision of accumulators and dynamo, has put an entirely different complexion on the ignition question. Provided it be properly constructed the accumulator and coil ignition has certain unmistakable advantages over the magneto, the latter scoring only when the last ounce of efficiency is to be obtained from an engine running at high speed. Theoretically, if not practically, the starting of an internal combustion engine is much easier with accumulator and coil than with magneto; and the wide range of ignition timing that is possible with the coil, but not with the magneto, inevitably means a better all-round performance from the engine under those conditions under which the average car is most frequently used.

The standard of mechanical excellence that was introduced by the magneto, for which all credit must be given to the Germans, is now incorporated into the accumulator and coil, and it is an absurd argument that because the accumulator and coil of twenty years ago were unsatisfactory, those of to-day should be the same.

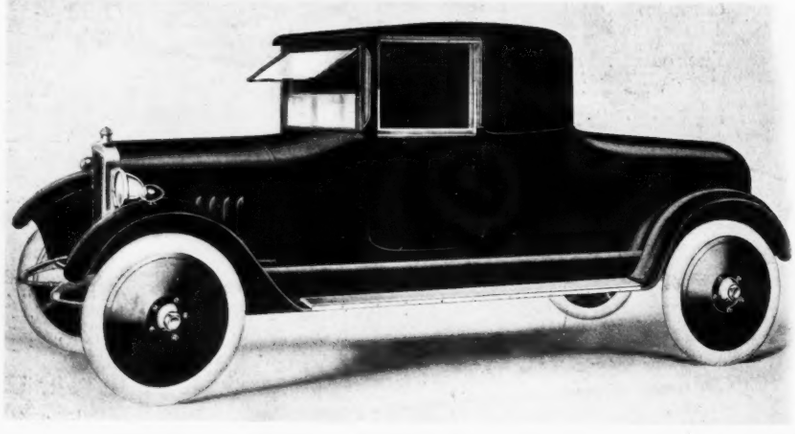
As most of our readers will be aware, the accumulator and coil ignition is, in its present form, an introduction from America. It will probably be news to many that this form of ignition is but another illustration of an invention, originally British, having been developed in the States before it has been seriously considered in its country of origin. So long ago as 1910 Messrs. C. A. Vandervell took out a patent for coil ignition which they unsuccessfully tried to get adopted on some leading British cars. The system was, however, taken up in America by the Westinghouse people and it was a comparatively short time before the majority of American cars were being fitted with accumulator and coil ignition manufactured under the Westinghouse licence and C.A.V. patents. Now that cars are coming over here from America fitted with coil ignition and many British cars are also adopting it, not, be it noted, cheap cars only, Messrs. C. A. Vandervell are in a position to put some of the makers of this ignition system in a rather awkward position.

The incorporation of contact breaker and distributor in a single unit with the dynamo is the keystone of the C.A.V. patent and this is the system most commonly employed by various makers to-day. The disposition of the coil on the engine is, of course, immaterial and as a matter of fact it is not essential from the point of view of satisfactory working of the system that the distributor should be mounted directly on the dynamo, but it may be mounted in any convenient point on the engine. Not the least important feature of the system is its dispensation with the necessity for two independent positive drives from the engine, as is the case when a car has a magneto and the designer is anxious to provide a really satisfactory drive for the dynamo also. Most of us are familiar with the troubles that are bound to develop sooner or later with a belt-driven dynamo and that designers realise the imperfections of this drive may be gathered from the ever increasing use of positive drive for the dynamo which is now universal on the highest class cars. If the C.A.V. ignition system be used, the drive which an engine designer has provided for the magneto may be employed for the dynamo and as the accumulator and dynamo would be there in any case one has from the point of view of weight to compare that of the coil and distributor with the magneto, obviously resulting in a considerable saving.

The C.A.V. distributor has a characteristic air gap in that the rotor blade which takes the current from its central screw, connected to the coil, to the sparking plug terminals does not actually make contact with these latter, there being a gap of one-hundredth of an inch across which the spark has to jump. The incorporation of a spark in the high tension circuit on its way to the plugs has been proved by aeroplane practice to be a thing having real advantages and any user of an oily motor car engine has probably discovered that the provision of an intermediary spark on the way from the magneto or source of current to the sparking plugs has an important and quite useful effect in checking sooting up of the latter. While this useful detail could be incorporated in magnetos, it is a fact that it is not usually done, at least not on ordinary magnetos for cars, and thus here we have a further advantage in favour of battery and coil ignition as constructed by its original patentees.

ECHOES OF THE MOTOR SHOW

11.9 h.p. AUTOCRAT. A FOUR-CYLINDER sporting two-seater Autocrat was shown at the White City by its makers, the Autocrat Light Car Company, fitted with a primrose coloured body with black wings and upholstered in hand-buffed leather, with horse hair stuffing. Though the change gear lever and hand brake are placed on the right-hand side, ample room to use either of the two doors supplied in this small touring car is given. Its price, including all instruments and tools, is £650. The engine has its four cylinders of 69mm. bore and 102mm. stroke, magneto ignition, Zenith or Zephyr carburettor, Hele-Shaw clutch and Lucas dynamotor lighting set. The four-seater touring car costs £700, with an unusual shaped body, lockers in back, painted black with ivory coloured wings. The special feature of this make is the Autocrat convertible two-seated coupé that can be used as a four-seated touring car, priced at £875.



THE AUTOCRAT COUPE, OF WHICH THE TOP IS DETACHABLE, ALTERING IT INTO AN ORDINARY TOURING CAR.

NO MORE DIRTY OIL-CANS AND GREASE CUPS

THE GUY 20 H.P. 8-CYL. CAR

ONE of the most imposing cars at the recent Olympia Show and the only car with genuine automatic lubrication. It absolutely dispenses with the old incubus, the oil-can, and there is not a solitary grease cup on the car, consequently all the bother of oiling and greasing is eliminated and the modern motorist relieved of a great deal of trouble and worry.
Write for catalogue explaining fully this unique and advantageous system.

Extract from "THE MOTOR."
November 10th, 1920.

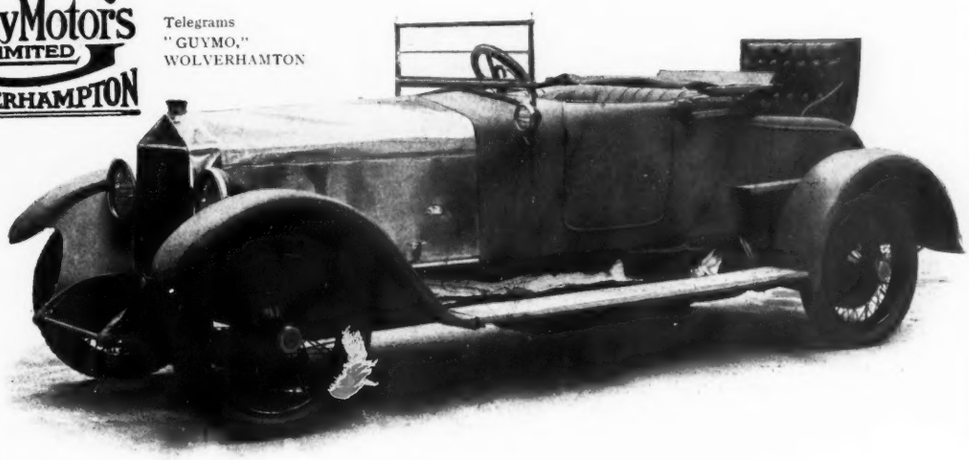
THE PROBLEMS OF CHASSIS LUBRICATION.

"One of the most notable systems is that employed on the eight-cylinder Guy. . . . The advantages of such a system must be obvious, for it means that beyond filling the engine with oil, the radiator occasionally with water, and the Petrol Tank with fuel, the Car requires no attention whatsoever at its owner's hands."

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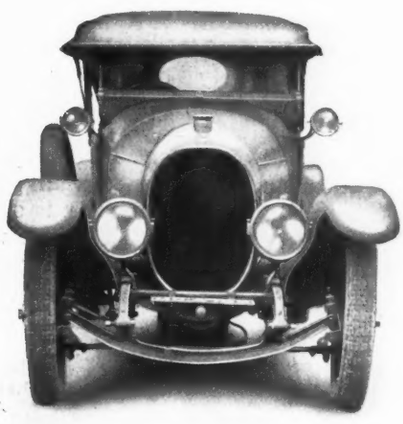
A SMART "Guy" 2-Seater with splendid lines and of attractive appearance. The Dickey seat holds two comfortably.

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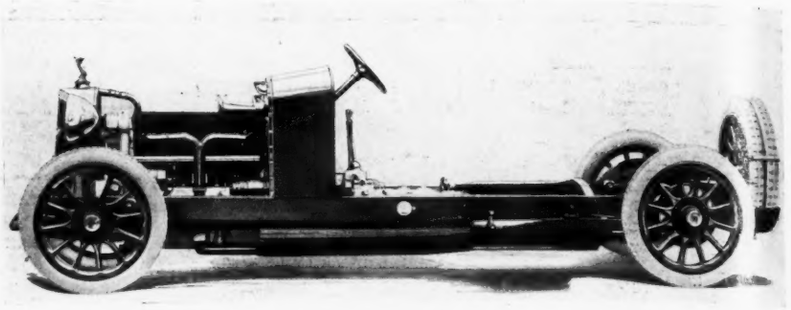
OLYMPIA 1920 is as a tale that is told. The multitudes from all quarters of the Globe who thronged its stands have assuredly taken with them an overwhelming impression of the excellence of British automobile construction, and nothing fortified that impression more than the ENSIGN exhibit.

The admiration lavished on it was universal. But the ENSIGN SIX is more than a beautiful bit of show work, it is the LAST WORD in LUXURIOUS COMFORT on the road.



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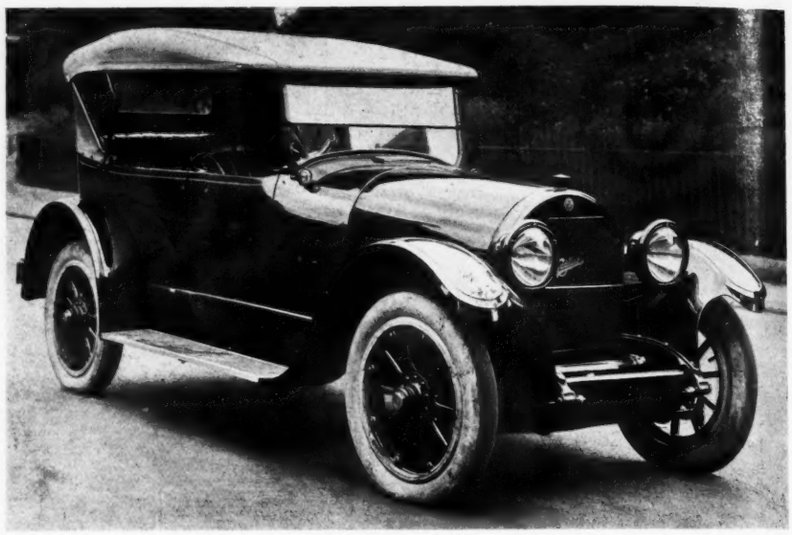
37·2 h.p. FARMAN. A LIGHT but powerful car *de luxe* is the 37.2 h.p. Farman marketed by Messrs. Wilson Hill and Co., Limited, and built by the brothers Henry and Maurice Farman in France. It made its first appearance last year, and has not been altered in design, nor has there been any reduction in the very high price asked for it. Its makers claim that the Farman car is built for the motorist requiring the best car that money can buy, and that they have given this six-cylinder chassis all the engineering knowledge and developments derived from the long years, before and during the war, that they have used and built internal combustion engines. Its distinctive feature is its lightness.



THE 37·2 H.P. FARMAN CHASSIS, A HIGH-CLASS PRODUCTION.

CADILLAC and CHEVROLET CARS. THE 30 h.p. Cadillac chassis having an engine rated at 31.2 h.p. was shown at Olympia in a stripped and cut open form so that the whole of the working parts were exposed. Ignition of this interesting chassis is by the Delco system, the clutch is of the multiple disc type, the gear-box gives three forward speeds and reverse, having centrally disposed gear lever, and the back axle has spiral bevel final drive. A similar chassis equipped with a limousine body, has a longer wheel base than the standard chassis.

The 20 h.p. Chevrolet is handled by the same importers, and can be supplied with a standard Chevrolet body or an English touring body. This car has a four-cylinder monobloc engine with a bore and stroke of 94mm. by 102mm., rated at 21.5 h.p. Ignition is by Remy magneto and carburation by Zenith double jet carburettor. The cone clutch transmits the power to a three-speed gear-box having centrally disposed lever, final drive is by bevel, and the wood wheels are for 30in. by 3½in. tyres. Dynamo lighting and starting is Autolite.



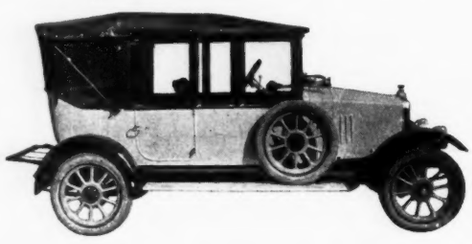
THE CADILLAC EIGHT-CYLINDER TOURING CAR.

The All British

Standard

Light Four Seater

Specially designed for the Owner - Driver



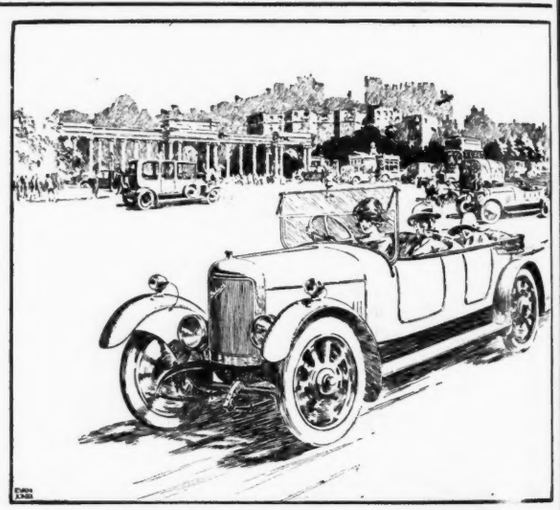
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(The above are extracts from letters expressing appreciation of the new Belsize Cars.)

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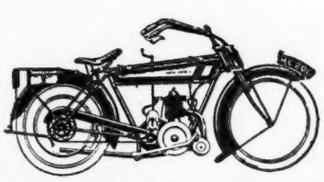


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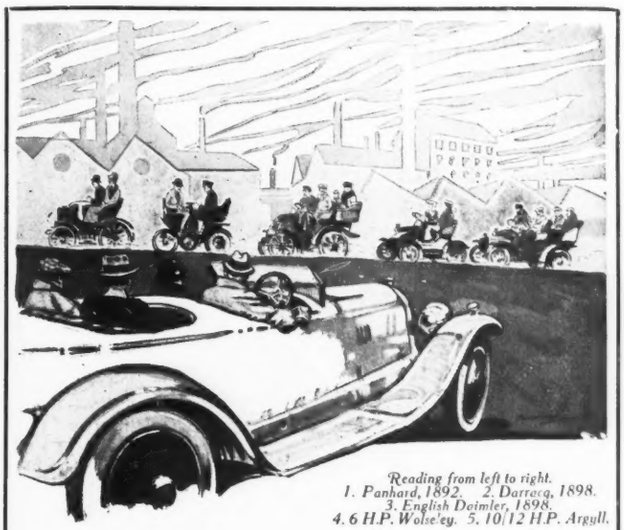


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3. English Daimler, 1898.
4. 6 H.P. Wolseley. 5. 10/12 H.P. Argyll.

LOOKING BACKWARD

LOOKING back into the history of automobilism one realises the lavish amount of brains, capital, and enthusiasm that has been expended on developing the motor car to its present-day state of efficiency.

Insurance, too, has played a helpful part. In this sphere the Motor Union Insurance Co., Ltd., has been responsible for developments no less progressive than the work of the great designing engineers who made motoring possible. Many years ago the Motor Union Insurance Company took the lead in motor car insurance, a lead which, by reason of their comprehensive and generous policies, their prompt settlements and businesslike methods, has not only been maintained but enormously increased.

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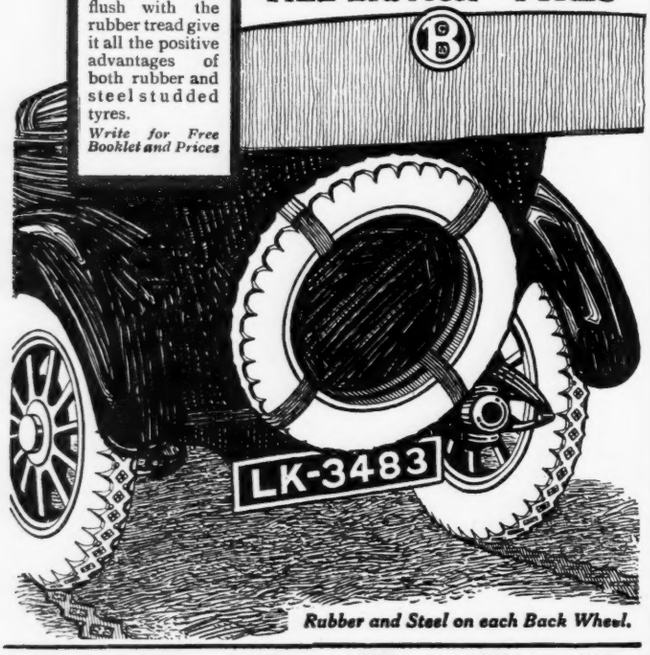
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TRACTORS AND FROST

THE time has now come when the farmer, and particularly he who has purchased a tractor during the past summer and who has not hitherto had much experience of motor vehicles of any kind, should be warned of the possibility of trouble on account of frost. The effects of a sudden cold snap on water contained in pipes are known to everyone, even the smallest householder. It will probably not occur to the novice, however, that a similar danger is to be anticipated in connection with his motor lorry or motor tractor. These machines both have engines of the same type, in which the cylinders are kept cool by water which circulates round them and through a radiator. In the event of any of this water being frozen and causing a stoppage in the circulating system, there is risk of a burst,

I have never advocated here or elsewhere the provision of luxurious shelters either for the tractor or for its implements. I believe that, even were such an accommodation available, it would still be necessary and even advisable in the case of a good many farms to leave the tractor out in the field over night rather than go to the trouble of running it to and fro between garage and field night and morning. Much depends upon the extent of the farm and the distance of some of the fields from headquarters. Any tractor worthy of the name will stand overnight, and for several nights in succession, if well sheeted down with a good tarpaulin. The exception arises in winter on a night when frost is anticipated. It is then necessary entirely to drain the circulating water from the tractor on completing the day's work, refilling it next morning. Since water is not available in every field, this means that during the



A SAUNDERSON TRACTOR CUTTING AN ACCUMULATION OF SMALL TIMBER INTO FIREWOOD AT THE RATE OF $3\frac{1}{2}$ TONS A DAY.

winter it would probably be better in any case to run the tractor to the nearest farmstead, there draining it and there refilling it in the morning.

It is sometimes suggested that non-freezing solutions should be used in the circulating water. As a general rule these mixtures have certain peculiar disadvantages of their own which are generally sufficient, to my mind, considerably to discount the temporary immunity from freezing which they offer. I give them, however, for what they are worth. In one glycerine is used in the proportions depending upon the degree of frost against which it is intended to be proof. One part of glycerine to every four parts of water will safeguard to the extent of 10° of frost. One part glycerine to three parts water is proof against 16° of frost. As the solution becomes less by evaporation it should be made up to the original strength by the addition of water only. The principal disadvantage of this mixture is its expense, for the amount of circulating water carried in a tractor may be as much as six gallons.

Methylated spirits may be used in the same proportions. In this case, however, any evaporation must be rectified by the addition of both spirit and water. The disadvantage of this solution is its uncertainty, the spirit evaporates more quickly than the water, and it is never safe to assume that the strength of the mixture is anything like that at which it was originally.

BRITISH TRACTORS APPRECIATED ABROAD.

Quality invariably tells in the long run, and I therefore note without surprise, although with considerable pleasure, that Continental farmers are beginning to show their appreciation of British tractors. The Prime Minister of Bulgaria, at present visiting this country, is making a special point of seeing British tractors in their own homes. He has already, I am informed, called at the Saunderson Company's works at Bedford and at the Austin factory in Birmingham. No doubt both of these companies, and possibly others besides, will shortly benefit very considerably as the direct result of this visit. CULTOR.

NEWTON





Makers of History:

SIR ISAAC NEWTON. 1642—1727. Mathematician and philosopher. Discovered the law of gravitation and the method of fluxions, also effected considerable improvements in the telescope. His numerous philosophical works are wonderfully lucid expositions of his theories and discoveries. As Master of the Mint, he made many improvements in the coinage. Knighted in 1705.

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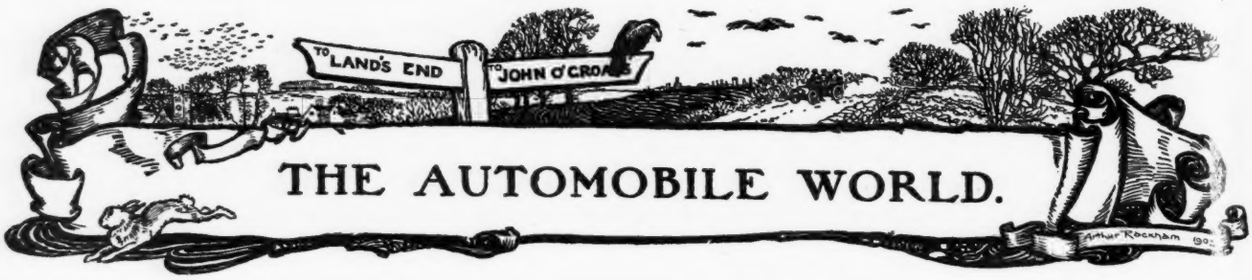
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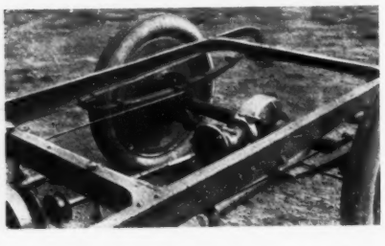
"The Standard of Excellence."



THE 10 H.P. CALTHORPE LIGHT CAR

MUCH of the credit that belongs to every pioneer can be justly claimed by the Calthorpe Motor Company, Limited, of Birmingham. When the light car was a new and very problematical proposition, the Calthorpe people took it up with zest and achieved pioneer work, the value and importance of which can best be judged by the numbers of imitators it has called forth. The chassis of the car boasts no detail that deserves the description of heterodox, but cleanness and simplicity of design is a characteristic throughout. The various components strike one as being constructed just as strongly and heavily as is necessary to ensure satisfactory service and no more, and it appears that the essential lightness has been obtained by careful consideration of the design as a whole rather than by rigorous paring down of individual components. It is difficult to conceive a chassis that could strike the ordinary observer as simpler and cleaner than does that of the Calthorpe.

The four-cylinder monobloc engine is on the small side for its R.A.C. rating of 10.5 h.p., the bore being 65mm. and the stroke 95mm. The cylinders form a single casting without detachable head and are bolted to the aluminium crank case in the ordinary way, the crank case itself being divided longitudinally immediately below the crank-shaft bearings so that the lower half forms nothing more than an oil sump. Lubrication of the engine is by pump to the main crank-shaft bearings and thence by splash, the pump being situated on the near side of the engine, outside the crank case, and is horizontally disposed so that its plunger is directly operated by a special cam on the cam-shaft. Consisting as it does of a simple piston plunger, working against a spring, and a couple of non-return valves, the construction of the oil pump is the simplest possible, and the filter, also mounted on the outside of the crank case, through which the oil from the sump has to pass

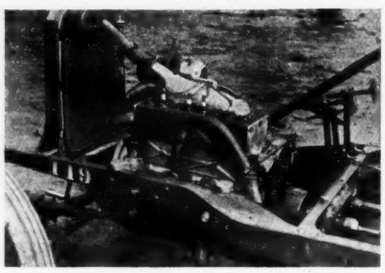


THE CALTHORPE REAR AXLE AND SUSPENSION DETAILS.

before it can reach the pump, is notably accessible and easy of cleaning. The oil-filler is mounted on the front near side bearer arm of the crank case, and immediately behind it is the detachable aluminium valve cover, all the valves being disposed on the near side of the engine.

The valve operation is by means of a chain-driven cam-shaft, and a second chain in the timing gear drives the magneto shaft, the magneto itself being coupled to the shaft by a splined coupling, while a forward extension of the same shaft carries a belt pulley which drives the dynamo mounted on an independent bracket just above the magneto. Both these electrical units are readily removable being held in position by a horseshoe strap having a simple clamping bolt at its top.

Carburation is by Zenith carburettor mounted immediately behind the near side chassis frame member and the mixture



Near side of the Calthorpe engine, showing the oil filler and filter, the construction of the inlet manifold, the clutch and the position of the dynamo. Note also the means provided for the adjustment of the control pedals.

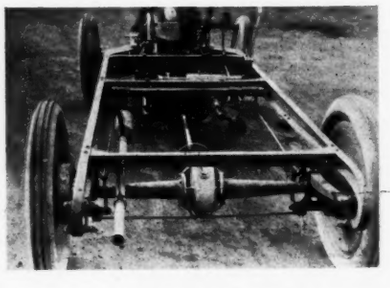
is taken up to an induction manifold mounted close against the exhaust manifold, so that it is kept warm when the engine is running. Here, it occurred to us, was a point of Calthorpe design that was open to some criticism, in that the carburettor itself is so low as to present the appearance of inaccessibility. We have, however, learnt from experience that things are not always what they seem, and that because a piece of apparatus appears inaccessible it is not always so, while the converse also holds good. Never having been called upon to dismantle a Calthorpe carburettor, we will not venture an opinion on the time likely to be required for the operation of cleaning a jet, further than to say that it *looks* as though it would be unnecessarily long.

The cooling of the engine is by thermo-syphon only, but the pipes from the cylinder block to the radiator are sensibly designed and of ample proportions, the slope of the lower pipe being quite small and that of the upper is obviously one that assists the circulation of the cooling water. Each end of the water space of the cylinder block is, by the way, unconventionally sealed by a detachable aluminium cover. Thus one may, by removing these covers, obtain access to the exterior of the cylinder barrels; a feature that, while perhaps not of great importance, is apt to be useful, because the efficiency of an engine undoubtedly stands to be impaired by rusting of the block water spaces cylinder.

The clutch, although embodied in the engine flywheel is not contained within it in the ordinary way and, indeed, is of an unusual type for light car practice, being a Hele-Shaw, the famous multiple wet plate clutch that is held in high esteem. In practice on the road we found this clutch unusually sweet in operation as compared with the usual light car equipment and one could, on the Calthorpe, affect quite easily a start from a standstill on top gear. Cut in the periphery of the flywheel are teeth to take the pinion of the starting motor. From the clutch the power is transmitted to the three-speed gear-box by a clutch shaft having a universal joint at either end, these being of the all-metal ball type. Immediately aft of the gear box is the foot brake, of the internal expanding type. Behind this is a flexible joint whence the power is conveyed by an unenclosed propeller shaft to a second fabric joint immediately in front of the differential housing, which is split in such a manner that the upper half can be removed for cleaning or inspection purposes without necessitating previous dismantling of the axle from the car. The rear axle itself is of the semi-floating type and its over-all design is, in its neatness, characteristic of that of the chassis as a whole.

Suspension is by semi-elliptic springs in both front and rear and these we found notably efficient on the road. In fact, from our brief test of the car, we feel inclined to describe the Calthorpe as one of the best sprung light cars that we have had the opportunity of sampling. It holds the road uncommonly well and one can maintain on badly pot-holed surfaces an average speed that is usually quite impossible with a car of this type. To some extent, perhaps, the suspension comfort of the car is due to the 710 mm. by 85 mm. oversize tyres, with which the steel detachable disc wheels are fitted as standard.

The brakes are both of the internal expanding type, the foot brake, as already stated, actuating on the propeller shaft immediately behind the gear box, while the hand brakes, which are fully compensated in action, operate on drums on the rear wheels. The steering column is adjustable for rake, although if the rake is altered after the car has left the makers, it is necessary to alter the position of the supporting arm on the dashboard and

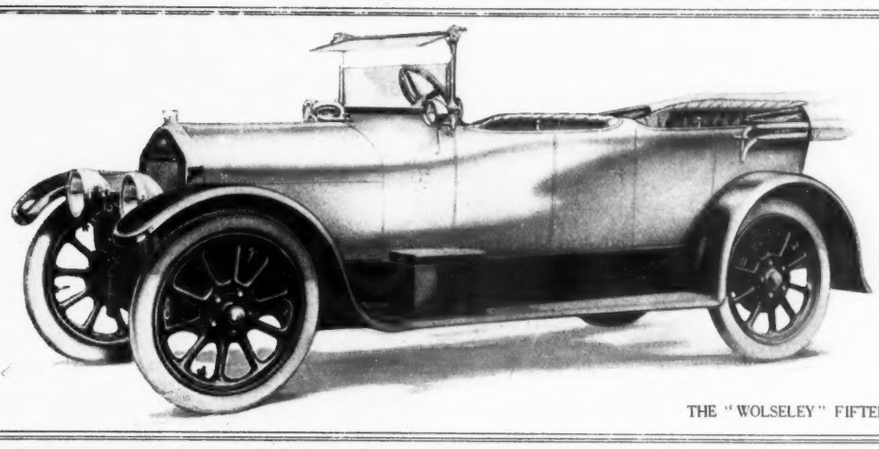


REAR VIEW OF THE CALTHORPE CHASSIS, ILLUSTRATING PARTICULARLY ITS NEATNESS.

consequently to redrill the dash to take the attachment bolts. The steering itself is by worm and sector, and the lightness of Calthorpe steering is not the least among the car's attractions.

ON THE ROAD.

In reviewing briefly the performance of the Calthorpe on the road, we must state that our trip was quite short and, on the whole, over good roads; also, the model placed at our disposal was



THE "WOLSELEY" FIFTEEN.

The Successes of the Show

EACH day at Olympia the "Wolseley" Stand was surrounded by a crowd of eager interested motorists. The TEN, the FIFTEEN, and the TWENTY had each its separate throng of admirers, impressed by the design and finish of the "WOLSELEY" exhibits, and by the remarkable value they offered. These three models are undoubtedly destined to make motoring "history," and 1921 will certainly be a "WOLSELEY" year.

WOLSELEY

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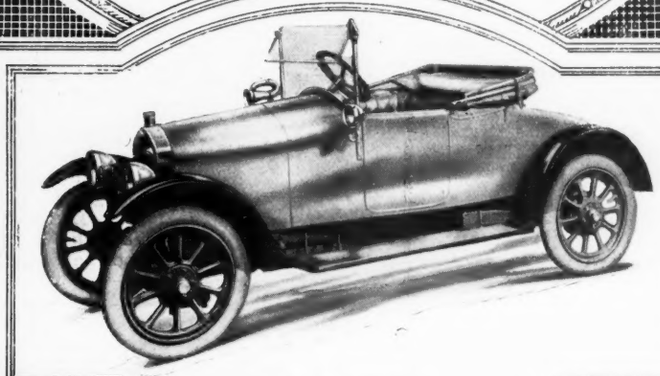
TEN Two-Seater **£545** | FIFTEEN Touring Car **£895** | TWENTY Landaulette **£1,600**

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WOLSELEY MOTORS LTD., Birmingham.

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London Depot: York Street. Westminster, S.W. 1.



THE "WOLSELEY" TEN

DEXTER.

of the super sports type, and so it may be easily expected that the engine performance was rather better than would be obtained from an ordinary sporting engine as supplied to the private owner. Really this is just as well, for we feel convinced that the average private owner with such a lively car as our particular Calthorpe proved itself to be might very easily succumb to the temptation to take full advantage of its capacity and so unduly press it or, in other words, overdrive it. This is one of the unfortunate limitations that must inevitably follow from the supply of a super efficient small car to the typical small-car owner. Speaking in a very general sort of way, one may assert that the ordinary small-car owner is a man always ready to take full advantage of the capacities of his engine and to ignore the limitations imposed by his chassis. The Calthorpe engine can be justly described as a high-speed engine of excellent efficiency.

Its acceleration powers are truly remarkable, and this we ascertained on a car fitted with a four-seater body, although it was not fully occupied, carrying two passengers only. If we cannot say that such acceleration has never been encountered before, we can certainly say that we have never encountered it on a car having a horse-power rating anything like that of the Calthorpe. The car compares very favourably in its acceleration and speed qualities with the ordinary 20 h.p. touring car. One gets away without uncomfortable noise under the bonnet at a speed that is incredible until it has been experienced and which the ordinary motorist will be inclined to regard as a strict characteristic of a much larger six-cylinder engine.

Hill climbing also is very much above the ordinary. There are on the outskirts of Birmingham two stiff gradients, known respectively as Castle Bromwich and Chelmsley Hill. They are not so bad that they cause *difficulty* in their ascent to any modern car, but we can quite well remember a time when they used to be regarded as test hills of sorts. The Calthorpe took them both on top gear, and we can assure readers that the performance was no mean one and that there are very few other cars of the Calthorpe horse-power that could have shown an improvement on this performance.

The body work also is uncommonly good, although we must hasten to add as a sort of qualification that the car that we sampled was, as stated, a special model having an all aluminium sporting body and selling at a much higher price than the standard model. It is, however, a car available to the public, and to all who appreciate high performance we would say they would have to go far to find a car of equal rating that will show a notable improvement on the Calthorpe.



AN ALUMINIUM BODIED FOUR-SEATER "SUPER SPORTS" MODEL CALTHORPE.

The Motor Cycle Show

ON November 29th the Motor Cycle and Cycle Show opens its doors to the public at Olympia. This year's Show will be a very comprehensive affair, for every known make of cycle and motor cycle will be represented, as well as several three-wheeled cycle cars. Of the significant tendencies evidenced by the Show, undoubtedly the increase in the use of the two-stroke engine is most notable. The simplicity of the two-stroke, its reliability and capacity for hard service are bringing it into continually increasing favour, and the type of machine is doing much towards securing to the ranks of motor cyclists many recruits whose age or inclinations do not encourage them to invest in the ordinary heavy, high-powered machine.

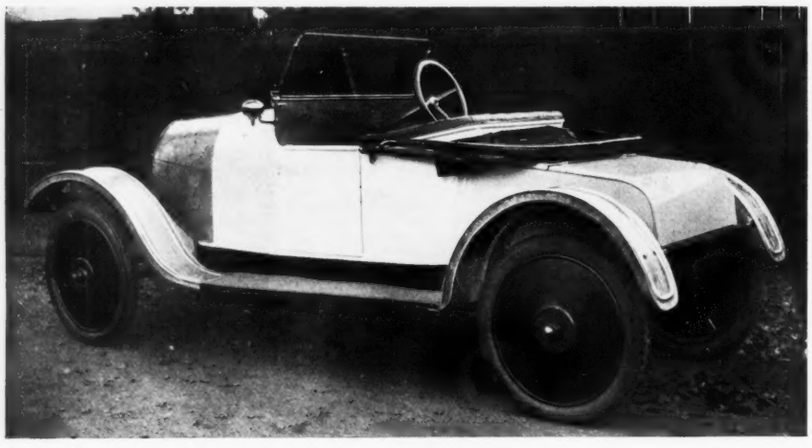
The sidecar is, of course, as popular, or even more popular than ever, and the development of this type of ultra economical vehicle is to be seen in the introduction of the motor cycle and sidecar taxi, examples of which have been in use in Paris for some time and have recently been introduced into Nottingham and have made attacks on London and Birmingham, among other British towns.

Although belt drive is regrettably prevalent, it is noteworthy that many manufacturers are turning their serious attention to consideration of the overseas market, and this is encouraging the development of chain and other positive transmission systems, as well as improved suspension for both motor cycle and sidecar.

BRIEF NOTES ON SOME 1921 CARS

10 H.P. CLULEY CAR.

AMONG the small cars that had gained favour with private owners before the war was the Perry light car, designed by Mr. Cecil Bayliss. The goodwill and business were acquired after peace by Harper, Son and Bean, Limited, and the 11.9 h.p. Bean car took its place. But the abilities of Mr. Bayliss were realised by that old firm of cycle manufacturers, Messrs. Clarke, Cluley and Co., of Coventry, with the consequences that to-day can be seen the result of this combination in the new 10 h.p. Cluley car, built from his design and, with the exception of the crank-shaft, all its parts are made at their new works that have been built specially for its production. This Cluley car has a four-cylinder monobloc engine of 62mm. bore and 110mm. stroke, with all the valves on one side operated by the usual type of adjustable tappet and enclosed by an aluminium plate. A Zenith carburettor is fitted on the near side of the engine, a wide U-shaped inlet pipe being bolted up to the cylinders and the final distribution of the firing mixture being in the engine casting. On the same side is the C.M.1 magneto, which is gear-driven from the timing case placed low down, yet quite accessible, and balances the Lucas dynamotor situated on the off-side. Beyond this dynamotor for the starting and lighting set, and which is driven by an all-enclosed silent chain (the case of which forms part of the timing-cover), this off-side of the engine is quite clear of apparatus, so that nothing interferes with getting at the oil level indicator-tap fitted low down on the crank-case on this side. A large oil filler cap is placed on the top of the timing case, which also serves as a pressure release valve and has a gauze top. As no fan or water pump is fitted, thermo-syphon cooling, aided by a large radiator, being responsible for the cooling system of the engine, it is easier to fill oil through this filler cap into the crank-case than in many cars of this class



THE RUBURY-LINDSAY, A NEW COMER TO THE SMALL CAR CLASS, HAVING A THREE-CYLINDER AIR-COOLED ENGINE.

ROLLS-ROYCE

War Office Statement

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"In view of the protection in Mesopotamia of our detachments and women and children, it is thought that prospective buyers of ROLLS-ROYCE cars will not object to a very short postponement of delivery in order to promote the safety of those mentioned above."

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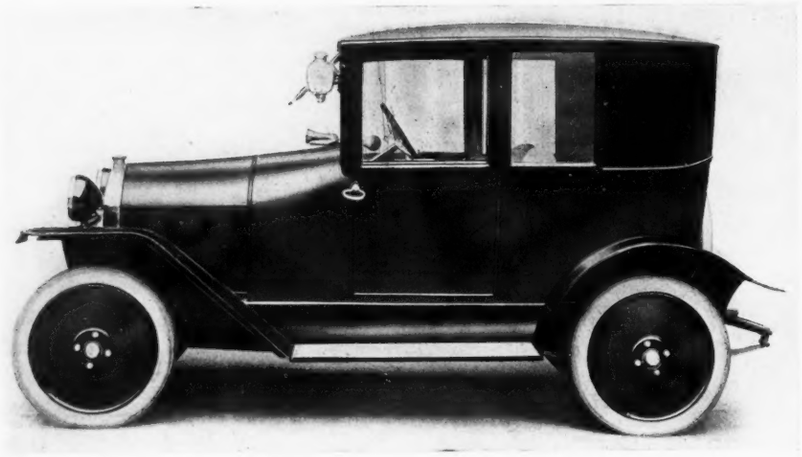
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Liverpool and District, including West Lancs. (as far north as Cockerham), West Cheshire and North Wales: W. Watson & Co., 56, Renshaw Street, Liverpool. Norfolk and Suffolk: Mann, Egerton & Co., Ltd., 5, Prince of Wales' Road, Norwich. Ireland: J. B. Ferguson, Ltd., Chichester Street, Belfast. Scotland: The Clyde Automobile Co., Ltd., 96, Renfrew Street, Glasgow.

The following firm is appointed as retailer of Rolls-Royce cars: Messrs. Barker & Co. (Coachbuilders) Ltd., 66-68, South Audley Street, London, W.



THE MATHIS COUPÉ.

The oil pump is driven skew-wise from the cam-shaft and forces the lubricant to the big end bearings through the two-bearing drilled crank-shaft. The pistons are lubricated by splash. Other features are the three speed and reverse gear-box bolted up to the engine casing with a Ferodo-lined cone clutch, a Hardy fabric joint at the front end of the driving shaft and a sliding block joint at the other. The hand brake and gear lever are centrally placed, American fashion, and the final drive is through bevel gear with a parallel pinion type of differential. Both foot and hand brakes act on drums on the rear wheels, while a safety device to prevent the inadvertent engagement of the reverse gear is fitted, which is an example that should be followed by all makers with central gear change on their cars. The petrol tank is situated behind the instrument board on the dash with the filler cap in front of the windscreen. As for the coachwork, this car is a two-seater with a double dicky, while the wheels are on the small side, 700mm. by 80mm. tyres being fitted, with a spare wheel carried on the off-side of the running board. The weight is stated to be only 13½cwt. all on, the petrol consumption at least forty miles per gallon. These figures point to its favourable consideration by the wide public of owner-drivers, together with its price of £525, and its long underslung back springs.

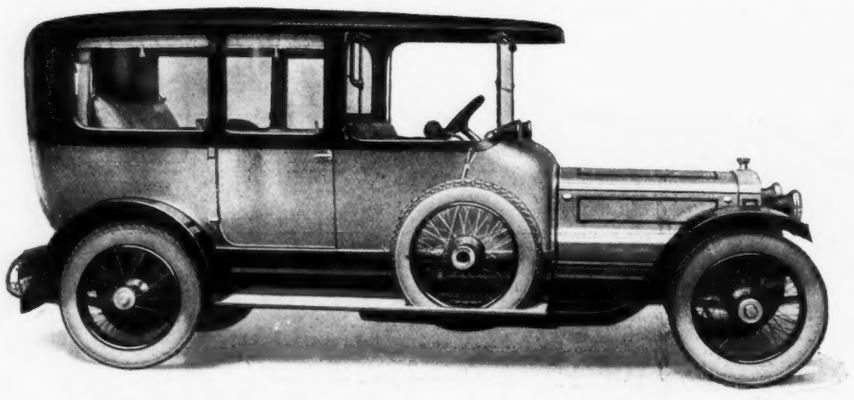
THE MATHIS. THE Mathis chassis, which hails from Alsace, is one that before the war had established an almost unique reputation for its speed capabilities in relation to the size of its engine. During the war the British market was, of course, closed to it, but it is now making a reappearance and can be purchased as a sporting two-seater, a three-seater and a four-seater saloon coupé. While the engine is only of 8.9 h.p. R.A.C. rating, a speed of 50 m.p.h. and consumption of 45 m.p.g. are guaranteed. Two interesting features of this small chassis are the absence of a differential and the possession of a four-speed gear-box.

S.P.A. MODELS. MESSRS. VANDYS, Limited, are the agents for the S.P.A. cars—an Italian make of 17–22 h.p. with four cylinders 85mm. by 120mm., four speeds and listed at £850 for the chassis. There is also a four-cylinder 25–30 h.p. model with a bore and stroke of 100mm. by 140mm., and an entirely new six-cylinder S.P.A. with bore and stroke of 85mm. by 120mm. This latter chassis has several novel features. The engine has an overhead camshaft and detachable head, the top half of the crank case and cylinders being in one aluminium casting with steel liners—aero practice. The carburettor is the twin Zenith bolted direct to the valve chest, but the hot air intake is taken through the cylinder casting. Front wheel brakes as well as the standard cardan-shaft brake are fitted, the brakes being so arranged that the cardan-shaft brake does not come into action until after two-thirds of the movement of the pedal. The side brake operates on the rear wheels. The combined braking effect of this design is stated to be extremely effective and very progressive in its action. A new form of rear suspension on the cantilever principle has been adopted. Deliveries can be given of the two other models, but the new six-cylinder S.P.A. will not be in production until next January.

33·75 h.p. PAIGE. TWO models are marketed by Paige Motors, Limited, the 33.75 h.p. six-cylinder and the 23.5 h.p., the latter with right-hand drive. Both these two six-cylinder cars are fitted with

Daimler

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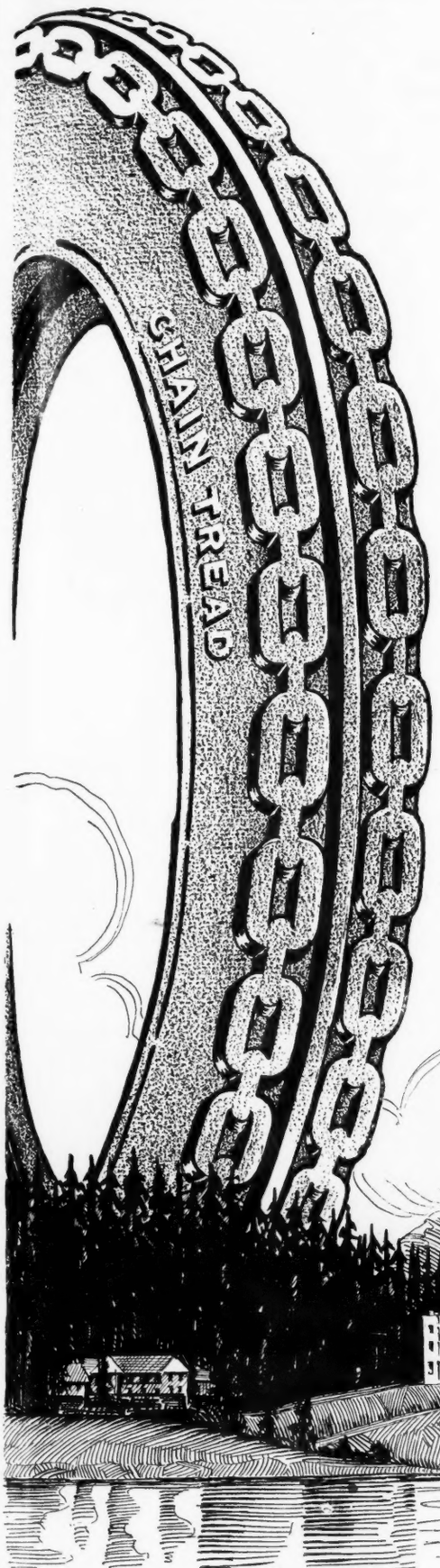


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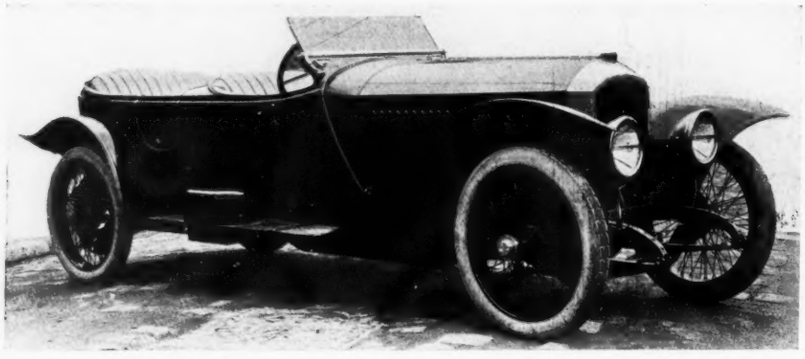
Lake Louise – Canadian Rockies

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well finished coachwork, the standard bodies being Sedan open touring and Sports type. A V-type radiator is fitted to the larger model, and both have the vacuum system of fuel supply to the carburettor and Goodyear or Firestone tyres are the usual standard wheel covers. The wheels are of wood with steel detachable rim, and a spare rim is provided, all taking straight-sided tyres.

A.V. MONO-CAR and BI-CAR. VISITORS to Brooklands this year will remember the fast speeds made by the tiny single-seated 6 h.p. and 8 h.p. A.V. mono-cars built by Ward and Avery, Limited, fitted with two-cylinder J.A.P. air-cooled engines. These are now obtainable, the 6 h.p. model being listed at £179 and the 8 h.p. mono-car at £185. There is also the A.V. bi-car, priced at £240, which seats a passenger beside the driver. This has an 8 h.p. J.A.P. air-cooled engine, and both mono and bi-cars have the engines placed at the rear of the chassis. Two-speed epicyclic gear is fitted to these, and as the larger size travels about sixty miles to the gallon of fuel, the petrol tank fitted behind the dash only holds three gallons, which gives this little car a considerable radius.

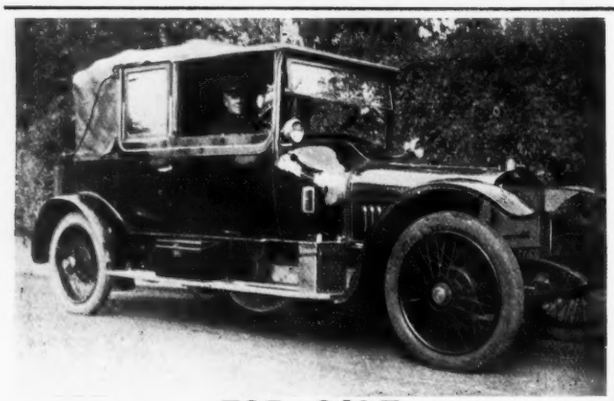
PEUGEOT CARS. PEUGEOT cars for 1921 are produced in two models, an 11 h.p. and a 16 h.p. The bore and stroke of the former are 76mm. by 105mm.; a metallic disc clutch transmits the power to a four-speed gear-box having central change and thence to an underslung worm final drive back axle. The tyre size is 760mm. by 90mm. The complete car is obtainable in two models, the four-seater touring car and an inside-drive saloon, this latter body being by Pickford and Co., Limited, of Sheffield. The 16 h.p. Peugeot also has a four-cylinder engine, the bore and stroke being 82mm. by 130mm., but differs from the smaller model in that water circulation is by pump. Also the clutch is of the single disc type. The tyre size is 820mm. by 120mm., and the electric lighting and starting equipment is S.E.V. The 16 h.p. chassis carry coachwork of the three-quarter landaulet type built by the Regent Carriage Company, and the inside-drive saloon as built by Lawton Goodman, Limited.



THE PEUGEOT WITH SKIFF TOURING BODY BY KELLNER OF PARIS.

9 h.p. KINGSBURY. THERE are not many makes of new cars purchaseable for under £300 in these days so those in search of one might do worse than inspect the 9 h.p. (rated at 8.95 h.p.) Kingsbury car manufactured by the Kingsbury Engineering Co., Limited. Fitted with an 85mm. by 90mm., water-cooled two-cylinder engine, three speeds forward and reverse, central change and dynamo lighting, the two-seater, including windscreen and cape-hood, costs £205. Another model built is better equipped with accessories, and its price, including lamps, horn, speedometer and clock, is £350.

33 h.p. APPERSON "EIGHT." FOUR different U.S.A. cars are factored by Messrs. Melchoir, Armstrong and Dessau (London), Limited. The chief of these is the Apperson eight-cylinder, 33 h.p., notable because the brothers Edgar and Elmer Apperson have been building motor cars since 1893. It is claimed that though this Apperson "eight" has multi-cylinders, yet, by the excellence of its design, it has eighty less parts in its construction than the ordinary car. What other manufacturers, and especially the ninety-six U.S.A. firms who compete against them, have to say in regard to this claim would be interesting to learn, and to the ordinary observer it would be difficult to discover how it differs from other American cars, which it strongly resembles in outward appearance. Its engine has a bore and stroke of 3¼in. and 5in. respectively, three forward speeds, but no magneto, as distributor ignition is fitted with the lighting dynamo and electric starter.



FOR SALE

SUNBEAM, 1913/14, 16/20 h.p., interior drive, 4/5 Seater. Upholstered Bedford Cord, linen covers. Splendid body by Salmon, painted royal blue. Price about £1,000. No dealers. Write or call.—Owner "G," 84, Westbourne Terrace, Hyde Park, W. 2. Phone: Paddington 2813.



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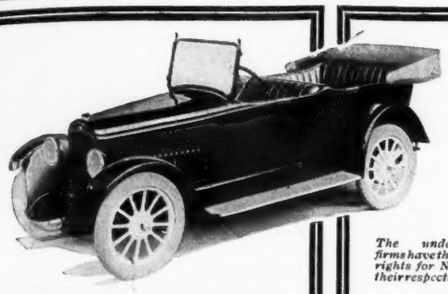
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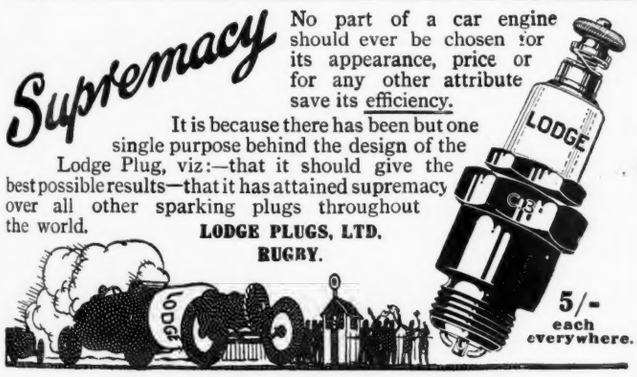
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MOTOR LORRY ON THE FARM

IT is often argued that because a farmer cannot provide enough work to keep a motor lorry fully employed, then he is not justified in going to the expense which the initial cost of such a machine would involve. I do not believe that this is quite a fair statement of the case; the trouble is, however, that in any argument of this sort it is always difficult to persuade the farmer that his horses are costing him anything at all. Since, however, they have a market value, and since the food that they eat is also saleable, then no sane system of accounting will omit consideration of them.

At the present time a two-ton farm wagon and the horses to haul it will cost about £430. The interest on this initial outlay, calculated at 6 per cent. per annum, is 10s. per week. Horses, although there are exceptions to the rule, have a real useful working life of eight years. We may reasonably depreciate the wagon itself over the same period, so that for depreciation in our statement of costs we may put £1 a week. If we also assume the average cost of feeding horses to be £2 a week each—properly calculated, it amounts to much more than this—then the food outlay for the three will be £6 a week. Insurance, the "vet.," cost of shoeing, repairs and maintenance of harness will, for three horses, be at least 15s. a week. Since at the time when carting is done it is usual to be breaking in young horses to harness, it will be necessary to have a boy to stand by while loading or unloading is taking place. This means that the labour necessary for the two-ton horse-drawn van will be: driver at £2 15s. a week and a boy at £1 a week—£3 15s. in all, for wages. The total cost per week, therefore, for this wagon is £12.

Now let us consider a motor lorry of the same capacity, two tons. It will cost, approximately, twice as much, £860. The interest on this outlay will amount to £1 a week. Depreciation, considering the use to which the farm lorry is put, will amount to £1 10s. a week. Insurance in the case of a lorry



HORSE OR MOTOR?
For a mileage of 60 per week the former is half as dear again as the latter.

operating for farm work will only be necessary to cover third person and fire risk, say, 2s. a week. Wages of the driver £3 10s. a week. Total £6 2s., as against the £12 of the horsed wagon.

The important difference which obtains between the horse-drawn lorry and the motor lorry is that the former costs the same whether it is running or not. The motor lorry, however, uses fuel, oil and tyres, and involves the user in a certain amount for running repairs and upkeep for every mile that it covers. In the case of a two-tonner, this cost would be made up as follows: Petrol, 4d. a mile; oils and greases, ½d. a mile; tyres, 1½d. a mile; repairs and maintenance generally, 2d. a mile. Total, 8d.

Sixty miles a week is probably the extent of running of a horse-drawn wagon. If the motor lorry runs that distance it costs, then, £2 in addition to the £6 2s. a week. Its total cost, as compared with a horse-drawn lorry for the same amount of work, is £8 2s., as against £12; moreover, while sixty miles a week is probably the limit for the horse-drawn vehicle, the motor lorry is good for another couple of hundred or even more if needs be. In the case of the small farmer owning an acreage of upwards of 150 acres, who would, therefore, not be able to find any more carting of his own to do, he might easily make things pay by contracting either for other farmers, or for the local council, by carrying materials for road repairs, etc. For such work he could easily obtain 1s. 6d. a mile, thus showing, when his own work is done, a clear profit of 10d. a mile for every mile for which he contracts. It might be as well to point out that he only needs to obtain contracts for eighty-four miles a week to be able to make sufficient profit to be able to pay his own driver's wage.

It should be noted that in these calculations I have not taken any account of the fact that the horse is not capable of working on the average more than forty weeks to the year. I have made no allowance for sickness or death of horses, nor of the hundred and one other little circumstances which affect the use of animals and which do not operate at all in respect of mechanical transport.



Platinette Treble bar brooch £1-1-0



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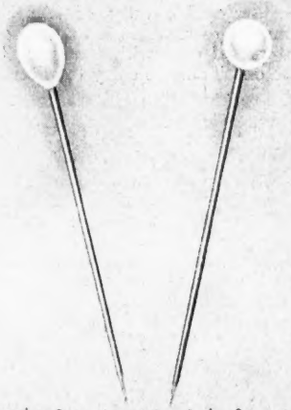
Platinette half-hoop 5 Pearls £1-1-0



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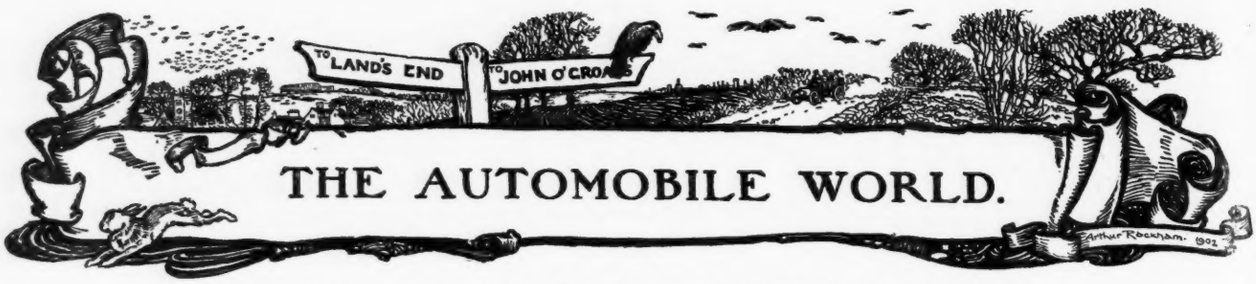
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THE AUTOMOBILE WORLD.

NEW TAXATION REGULATIONS

ACCORDING to the provisions of the Finance Act, 1920, so far as they relate to motor vehicle taxation, owners of motor carriages will have to pay £1 per R.A.C. rated horse-power for their cars on January 1st, 1921, provided that the vehicle was constructed after the first day of January, 1913; if before that date, the owner is entitled to a repayment of 25 per cent. of the duty paid. This news is a poor Christmas gift to our motoring readers, but, as with other drawbacks, there are some advantages. In the first place, petrol automatically is reduced in price 7d. per gallon on January 1st, provided that the distributing companies do not increase the present cost in the meanwhile. Secondly, while the regulations as at present framed seem somewhat complicated, owners of cars can feel more assured that it will not be so easy to dispose of stolen motor vehicles as apparently it is at the present time, judging by the great number of cases of theft that have taken place. Lastly, the taxation scheme being on a fixed basis, it encourages owners of motor carriages to use them as often as they like in place of economising the fuel used which, up to January 1st, bears the tax of 6d. per gallon.

As for the regulations themselves, although the official document has not been issued, we understand that on or before January 1st every car-owner must apply and obtain from a post office or from the registration authority of motor vehicles in the district he lives in—County or Borough Council—an application form which has to be filled in and returned with a cheque or cash for the requisite amount of the tax calculated at £1 per R.A.C. rated horse-power—fractions counting as a complete unit. That is, 10.5 h.p. rated cars pay £11, and 35.7 h.p. vehicles pay £36 per annum. As, however, quarterly licences will be issued from January 1st, April 1st, July 1st, or October 1st, should a motor owner decide to only take out a quarterly licence, the duty to be paid must be increased by an amount proportionately equal to an addition of 30 per cent. of the full annual duty.

The form referred to serves in a dual capacity as an application for registration of ownership of the motor carriage, and as an application for licence to use it for one year, or quarterly, as the case may be. On receipt of this form by the registration authority of the district in which the applicant is domiciled the owner will receive in due course a registration book and a licence card sent by that authority.

It may be asked, why two documents apparently of the same nature? But the answer is simple, for at present there are two authorities dealing with motor cars—the registration authority and the taxation (carriage tax) authority—though in the future they will be one and the same. Hence the dual permits. Not that both are identical, for the registration book once issued will belong to and form part and parcel of the car as long as it exists, and no car on being sold can be deemed the property of its purchaser unless the transaction and change of ownership are duly entered into this registration book, stamped and handed to the purchaser. In fact, this book is to be the perpetual dossier of the motor carriage it concerns, and will contain its history and ownership from the time it was built to the present moment, besides having recorded in its pages the horse-power and distinguishing features. It will also bear the stamp of the authority, showing that the licence fees have been paid.

Now, we strongly advise all owners of motor carriages never to carry this book upon the car, as it is as valuable as one's title deeds, for in a minor fashion its functions are the same, and it should be placed in safety so that should it be demanded to be inspected by the police (which the regulations permit), it can be produced at a reasonable time. The licence card, however, is to be carried in a conspicuous place upon the car itself, either on the windscreen or on the near or left hand side panel of the carriage in a line with the windscreen. This licence card is only valid for the term for which duty has been paid—a year, or a quarter, as the case may be—and though the existing number plates and old registration numbers will be allowed to continue for the present, this licence card in one form or other may, in the end, take their place. In America new number plates of a different colour are issued each year when the duty on the car is paid, and though the Ministry of Transport has not yet decided on this, it would appear that the present flimsy licence card is but a step towards the adoption of this U.S.A. principle of identification and notification that the licence has been paid. Much dissatisfaction has been expressed by motor carriage owners at the need of displaying this licence card, and we offer to the Ministry of Transport the suggestion that it would remove the cause of grumbling if, in future, the number plates should bear such distinguishing marks or colours to serve the double duty of identification and receipt of tax. It is understood that a waterproof case with transparent front will be obtainable to carry the licence card



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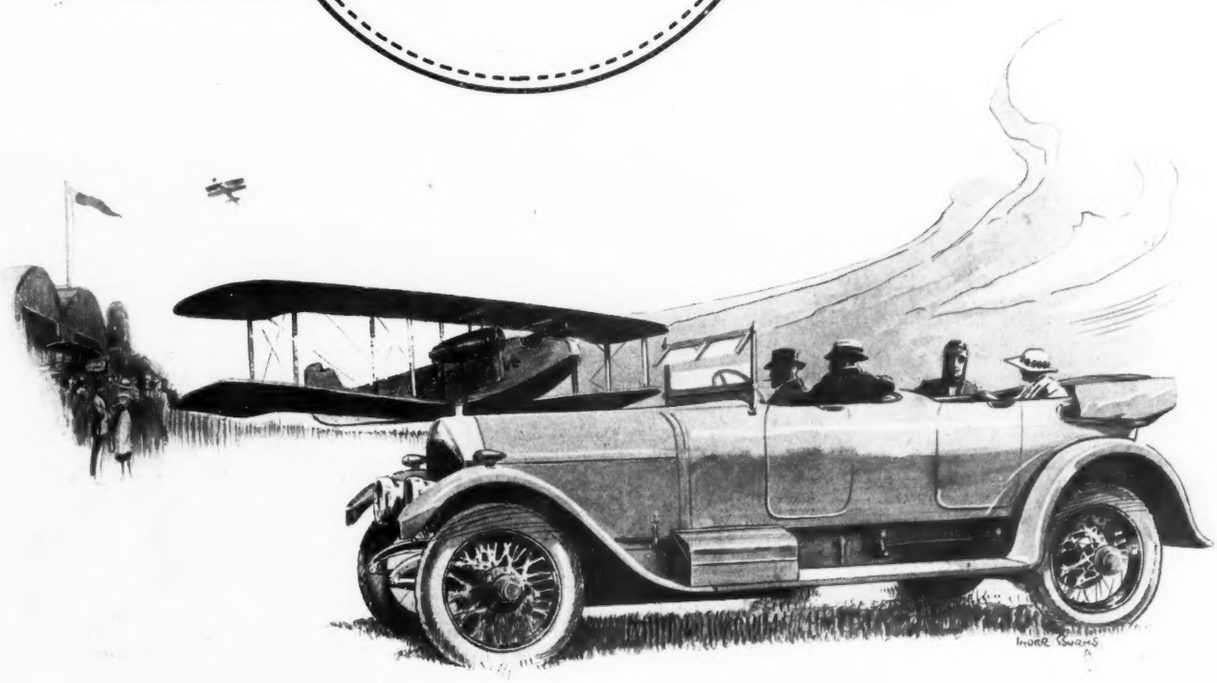
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to be affixed to the car, but no such case could withstand heavy weather continuously; so that it would be wiser to adopt the U.S.A. system of different coloured number plates for each year, and quartered to show whether available for the twelve months or which quarter of that period.

In regard to the licence duty, in the past and up to January 1st, this has been personal to the owner of the car. After December 31st the licence belongs to the car itself, so that if an owner sells a car upon which the tax has been paid for twelve months, or a quarter, the purchaser will not have to pay any further sum until the period already paid for has expired. This has its advantages and disadvantages. The former are plain, but the latter compel the seller, if he purchases another car of the same horse-power or any other rating, to take out a new licence for the replaced vehicle, unless this has already its own licence duly paid by the seller. In regard to the situation that this creates we shall make some further remarks next week in regard to trade numbers, as under the present proposals of the Ministry of Transport it would appear that the public stand a great risk of paying a further three and a half million pounds additional to the eight millions they have to contribute to the Exchequer under the taxation coming into force on January 1st for motor carriages.

MOTORING IN DORSET

THE County of Dorset is essentially agricultural and one in which the last century has left but inconsiderable marks of its passage. From its four corners—that is, from Lyme, its western outpost, to Poole in the east, from grey Portland Bill to towering Shaftsbury in the north, there is not a manufacturing town such as blackens stretches of the Midlands and North of England, and the motor may pass for days through diminished towns of Georgian aspect, villages "still loitering in a mediæval atmosphere," lost hamlets deeply sunk in the smooth downs, rich dairying country where the fields are never brown, with stone-built farmsteads set among old apple orchards, and unbroken levels of moorland where the great heath, purple with heather and lit with gorse, stretches away, a wild fragment of unchanged and unchangeable Britain. In many a small town, as Stevenson said, one would scarcely be surprised to "see a centurion coming up the street with a fatigue draft of legionaries." The county has more than its fair share of untenanted spaces, such as the great heath, Cranborne Chase and the thinly peopled chalk uplands; and though a mountainless county, it is unrivalled for places of wide prospect, such as Melbury Hill in the confines of Cranborne Chase, Bulbarrow, High Stoy, Nettlecombe Tout, Dogbury, Hambledoun Hill, Pilsdon and wooded Lewesdon, and the rampart of Ballard Down near Swanage. Of course, in these high places the car must be left in the road; but the wide views and dry, pure air of the heights will pay for the ascent. Lastly, there is the long line of varied coast, set with such pleasant watering places as Lyme and Weymouth, that still preserve much of their Georgian past. Looking at the map, it is clear that if Dorset is to be seen it must be seen by car, for the railways, though they reach the major towns—Dorchester, Blandford and Sherborne—leave the greater part of the villages to themselves, and these villages, "familiar with forgotten years," are of the England of Trafalgar.

The Dorset towns, many of which have been burnt out once and again, are of minor interest, though they are convenient centres for travel. If we enter the county from the Hampshire side, by way of Poole and Bournemouth, Wareham (Black Bear Hotel) can be the starting point for seeing the chalky island of Purbeck—island only in the same sense as Thanet—and here the little church of St. Martin with its tower with gabled roof, should be seen. It has been enlarged from time to time, and bears traces of many styles. From Wareham, crossing the Frome, the road runs across a heath to Corfe, where the castle, stretching the fragments of its ruined towers to the skies from its conical hill, comes into sight before the village. It is "one of the noblest ruins I ever saw," wrote Charles Wesley when he came to Corfe intent on other matters. Its walls are immensely thick, having defied the powder with which it was mined in 1646, and defying the touch of time and weather. It is a pleasant place, with wallflowers rooted in the masonry, ivy, honeysuckle and briar growing among the grey ruins which dwarf the village at its roots and, when the sea-fogs isolate it, it appears to float high above on its hill. But the village itself, which has some stone-roofed houses, and a little Elizabethan manor house called Dackhams, set back a little way from the Swanage Road, are worth seeing.

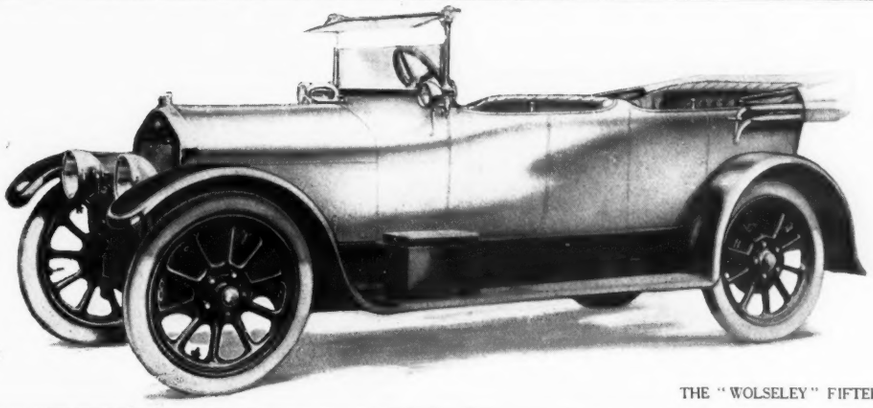
Eastwards from Corfe, Studland should be reached—a wooded seaside village, sheltered by the hills of Ballard Down. It is like a wooded Devonshire combe which has strayed into Dorset, and the elm trees which line the roads and shadow the thatched cottages, the tall cypresses surrounding the fine Norman Church of St. Nicholas, give it a character of its own. The only drawback to the Isle of Purbeck is the absence of good roads, though the lanes and trackways can be followed on foot pleasurably enough over the moorland and downlands.

Returning to Wareham by way of Corfe, we set out due west for Wool. The road crosses the railway line and soon after the Frome comes in sight on the left. The old manor house lies on the river's edge, near the grey five-arched bridge, among its farm buildings. Leaving Wool, and passing Warmwell Cross and Broadmayne, Dorchester (King's Arms), the county town, is a good halting place, where a week may well be spent. The Roman station is still an old-fashioned place, "huddled together and shut in by a square wall of trees, like a garden ground by a box-edging"—its eighteenth century avenues known as the Walks. St. Peter's Church, which has a tall tower and fragments of transition of Norman work and some interesting monuments; the neighbouring Dorset Museum, and the Church of St. George, Fordington, remarkable for its noble tower and the eleventh century carving over the south door, should be visited at some spare moment. Main roads and good roads lead to Roman Dorchester. Turning down South Street into the Weymouth Road, the second turn on the right leads through Winterbourne Monkton to Maiden Castle, a huge, triple-ramparted camp, a very strong place of defence and refuge. Returning to the Weymouth Road, which now climbs the Ridgway, the sea, Weymouth and the Bill of Portland lie stretched out before us from its summit. The road drops rapidly towards Upwey, and descends to Weymouth, where "a great salt sheening sea" bends into the land like a bow. The fine upstanding Church of Wyke Regis, looking out over West Bay (or Deadman's Bay, as it is known to sailors) is to the south-west of Weymouth, and its churchyard at the top of the hill is well filled. From Wyke we should run southwards over the narrow neck that links up the Isle of Slingers, Portland Bill, with the mainland, to take a brief look at it. On the left-hand side stretches Portland Roads with its breakwater; on the right West Bay. But the Bill itself, a wild, treeless, singular promontory of weathered limestone, with its jumbled houses climbing the steep rock, is not fitted for the car. Regaining Weymouth by the same route, we should leave the town by the Esplanade for the Wareham Road, which first hugs the shore round Weymouth Bay, then turns inland through Preston, Osmington and Poxwell, where the fine manor house, now a farm, should be seen, with its quaint gatehouse. Beyond Poxwell the road crosses that to Corchester at Warmwell Cross, whither we now turn.

Leaving Dorchester by the Grove and Sherborne and Bristol Road, and crossing the Frome, we pass Wolfeton on the right. Soon after the road divides and we follow the road to the right leading through Charminster to Cerne. Charminster has a church dating from the twelfth century, and a perpendicular tower bearing the monogram of Sir Thomas Trenchard. From this village the road follows the Cerne and works its way uphill between chalk downlands until the village of Cerne Abbas is reached, which has as the poor remains of its great Abbey a gatehouse of golden yellow stone, and a long, solidly buttressed barn. On the hill above the village is cut in the white chalk the colossal giant of Cerne, wielding a club. Beyond Cerne is Minterne Magna, and past the village to the left is High Stoy Hill. Soon the road drops, and part of the blue-misted Vale of Blackmore is seen stretching like a map—"the Vale of little Dairies," where the springs are never dry and the grass never brown. Sherborne, reached



A SUNBEAM AMONG THE BEECHES.



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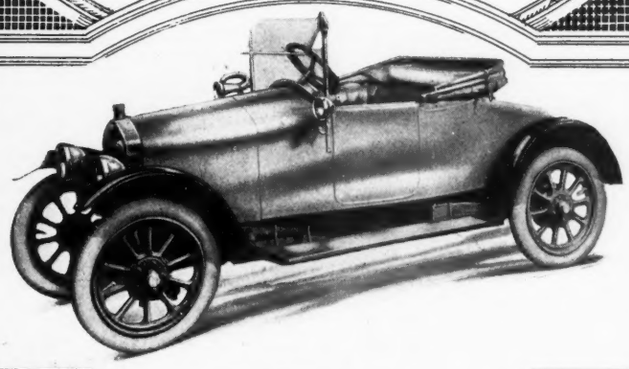
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THE "WOLSELEY" TEN DEXTER.

after passing Long Burton, deserves some time spent in exploring the town, that has marks of cathedral city dignity, though it lost its bishopric in the eleventh century. The Abbey Church and Grammar School, which are grouped together, are pleasant in colour within and without, built as they are of that Ham Hill stone, that seems to retain the sunlight. The core of the church is in a great degree Norman, but it is transformed and overlaid with perpendicular work of an unusually grand and beautiful character.

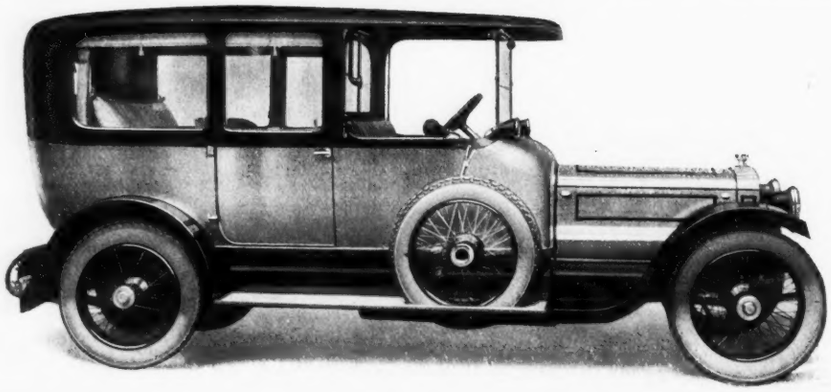
On our return journey to Dorchester we may pass through Bradford Abbas, picturesque Yetminster and Chetnole. Turning to the right here we enter the road from Yeovil to Dorchester, which is, for part of the way, the old Roman road to Ilchester. Leaving Dorchester again for Bere Regis by the Blandford Road, we run uphill through Yellowham Wood into Puddletown. The church, which has some early monuments and brasses of the Martyn family who lived at Athelhampton, just beyond the town, has escaped restoration by some lucky chance, and its Jacobean singing gallery, pulpit, pews and ancient woodwork are untouched by two centuries of change. Returning from the church and turning to the right, and then taking the first turning to the left, we may follow a small road, running parallel with the Piddle, until Lower Waterson House breaks into view, a "hoary building of the Jacobean stage of the classic Renaissance," built of beautifully coloured and lichened stone.

Returning on our tracks by the main road to Bere, the low grey pile of Athelhampton Hall is seen lying among its trees and terraced gardens by the water meadows on the right of the road. After passing Tolpuddle we reach Bere itself, a village of much charm of colour, with its old brick and cob cottages, which are mostly thatched. The church, which is one of the most interesting in the county and bears the handwriting of many periods from Transitional Norman, is even more beautiful within than without, and contains a carved timber roof dating from the last years of the fifteenth century, ablaze with colour and gilding. Bere is on the edge of heath and of Dorset, and if it is desired to explore this wild heather-covered waste, we should follow the Wareham Road across Bloxworth and Cold Harbour Heath to Wareham Station, returning northwards from the station across Gore Heath to Park Corner, turning there into the Poole Wareham Road and so back to Bere Regis. From Bere we may return to Dorchester by a detour to the right, passing through Milborne Stileham, northwards to Milton Abbey and the surprising village of Milton Abbas. The road runs up a valley into a wooded green, and the long model village of yellow thatched cottages comes into sight, each primly separated from the other by a chestnut tree. The builder of this strange place, Lord Milton, pulled down the original village which lay too close to his own mansion in 1780 and settled the inhabitants in this high-handed way at a respectful distance. The Abbey Church of grey stone contains decorated and perpendicular work, and within, the lofty altar screen and oak tabernacle should be noticed. From Milton we return to Milborne Stileham and thence by Puddletown to Dorchester.

Leaving Dorchester behind us—for the last time—we set out for Bridport and Lyme, the Western outpost of the county. But first stopping short of Winterborne Abbas, we leave the main road for a detour to Portisham and Abbotsbury. Portisham, sunk in a deep hollow of the downs under bleak Blackdon Hill—where the monument to Nelson's Hardy is a useful and far-seen landmark—is a pleasant village with many thatched, stone-built cottages. From Portisham we reach Abbotsbury, which is also set in a valley about a mile from the sea and the Chesil Beach, which runs from here to Portland, a string or rope of pebbles tying the Isle of Portland to the mainland, and enclosing the blue inland waters of East and West Fleet. The Swannery, a calm and sunny place of rushy lakes and islets under the lea of Chesil Bank, which is the home of a large colony of swans, and, in the winter, of wild duck, teal, coot and other waterfowl, is reached by passing the church and barn, and beyond the old mill house a gate leads across fields towards a door in the enclosing wall of the Swannery. But the immense buttressed barn, a relic of the Benedictine Abbey, should be seen on our return to Abbotsbury, and also the fifteenth century St. Catherine's Chapel looking out over the sea from its windswept hill south-west of the village. The impressive feature of the plain little chapel, which is all stone within and without, is its immense strength, the walls being some 4ft. thick. Returning as we came, over the Down country, we turn into the Bridport Road and so through Winterborn Abbas, along an uneventful road, to Bridport. Bridport is some way from the sea, and West Bay is its harbour. There is little to detain us in passing through the little town, and we should follow the hilly coast road to Lyme. From Charmouth the road dips abruptly into Lyme, which is set in a cleft of the hill, but that is also the case with the three other main roads into Lyme. The Cobb, a sturdy stone breakwater dating from the first Edward's reign, but often repaired and rebuilt, and the landslip west of Lyme between the town and Seaton, are its chief features of interest. The country about is as rich and varied as it is headlong and hilly, a land of deep Devonshire combes, lanes and heather-covered heights. Following the uphill Axminster Road as far as Hunter's Lodge (where four ways meet) we have a wide prospect over the sea and Devon to the west, and Dorset as far as the Bill. From Hunter's Lodge

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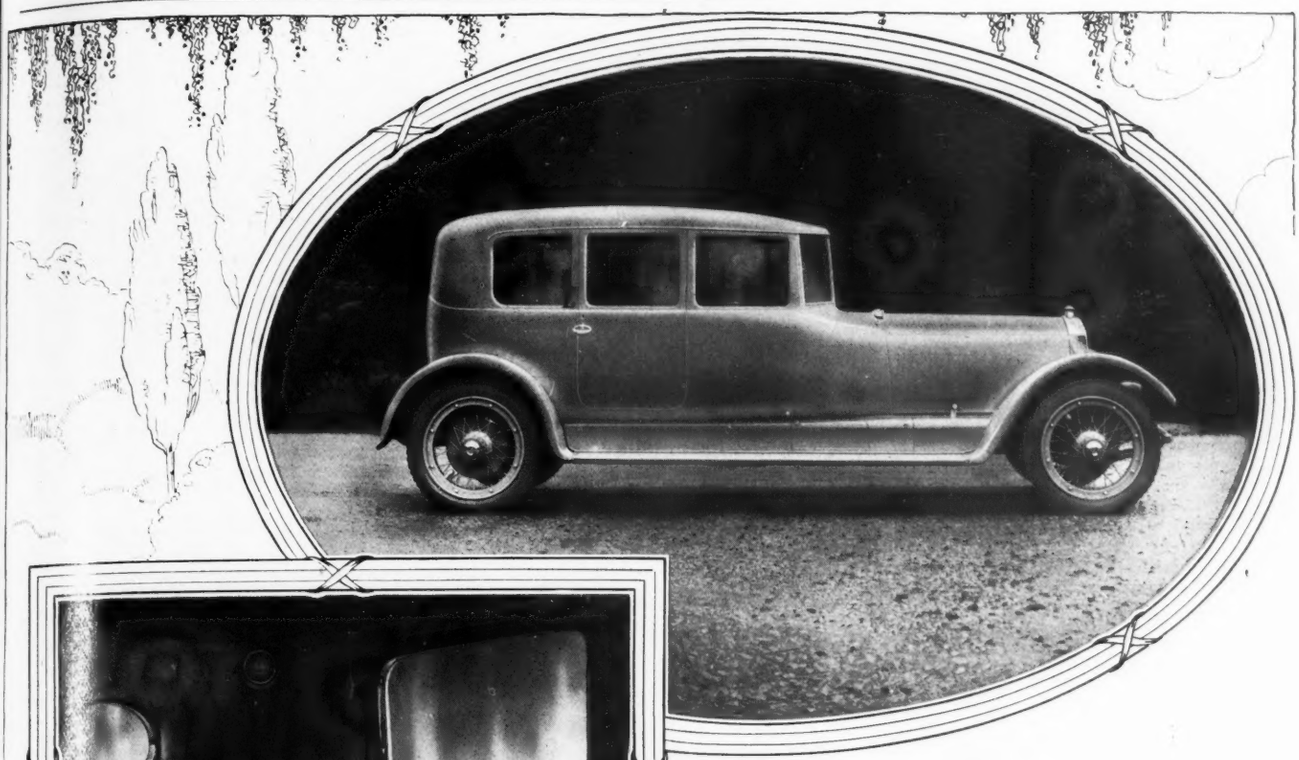
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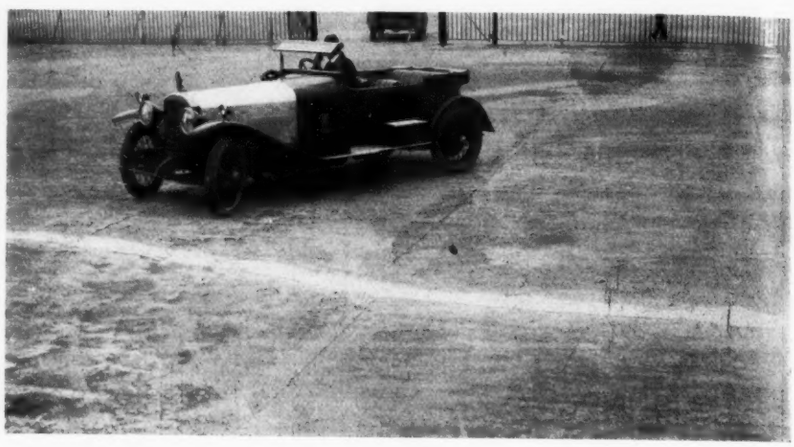
the road passes through immense spaces of the richly wooded Marshwood Vale, past the pine-grown height of Lambert's Castle on the right, to the bare shoulder of Pilsdon, the highest point in Dorset, through Broadwindsor to Beaminster set in a deep valley, where the fine perpendicular church should be seen. From Beaminster we may run through Toller Whelme and Benville Lane, through Evershot and thence by Batcombe Hill, passing High Stoy on the left to Middlemarsh, Holnest, North Wootton, Caundle Marsh, Bishops Caundle, Shillingstone and Durweston to Blandford (the Crown), our last centre. Blandford, set on one of the fords of the Stour, is a solid country town, which has little of architectural interest, swept and scoured, as it has been, like other Dorset towns, by fires. A monument of the great fire of 1731 is the church, built after "God's dreadful visitation," in which the Almshouse, dated 1682, a one-storeyed brick building, was lucky enough to escape. The town is a pleasant centre for exploring the unspoilt villages of the north quarter of the county, in more than one of which the Maypole still stands on the green. Leaving Blandford for Shillingstone, which has a maypole and a restored village cross, we make for Okeford Fitzpaine, and from thence to Sturminster Newton, Manston, Child Okeford, to the minute village of Steepleton Iwerne, passing between Hod Hill and Hambledon, sites of old British encampments. Turning northwards, we pass through Iwerne Minster, distinguished by a steeple in this county of towers; Sutton Waldron and Fontmell Magna, a beautiful village in a hollow in the direction of Shaftesbury. It is hardly worth climbing up to that quiet town set on an almost perpendicular scarp or headland rising from the Vale of Blackmore; but turning to the right round Melbury Hill and through Melbury Abbas, we cross the rolling woodlands of Cranborne Chase and so return to Blandford.

From Blandford we set out for Wimborne, following the road that keeps in touch with the Stour, through Charlton Marshall, Crawford Bridge, and Sturminster Marshall and Corfe Mullen until Wimborne and its towered minster rises into sight. The minster's two towers, set tandem fashion, one Norman tower at the crossing and one perpendicular tower at the west end, and its particoloured red and deep drab stones make an unforgettable picture among the rich water meadows. Within, it is a museum of curious antiquities and tombs. The return journey to Blandford may be made by the road which keeps the Stour on its left and passes the park of Kingston Lacy on the left and Badbury Rings on the right—a dominant conical hill capped with trees. Leaving Blandford for the last time we may make our exodus from the county by the Salisbury Road by Pimperne and Tarrant Hinton up Gussage Hill over bare, open downland to the north-eastern frontier of the county at Woodyates, leaving it for Hampshire, whence we entered it, and leaving unavoidably many villages unchronicled, many secluded houses unrecorded, in our swift passage through the county.

M. JOURDAIN.

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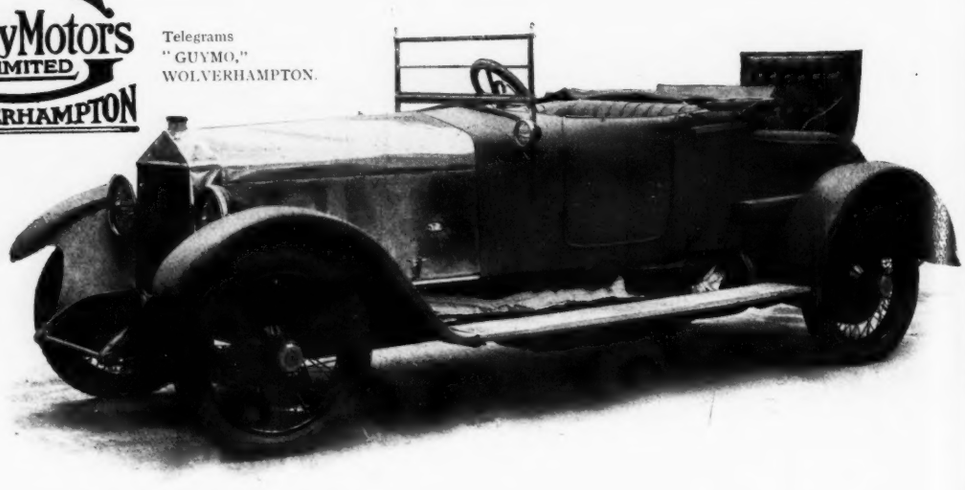
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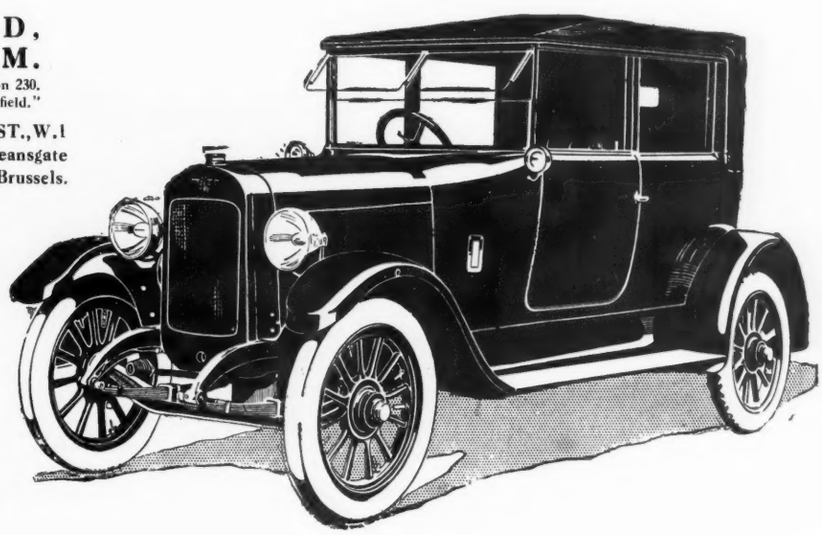
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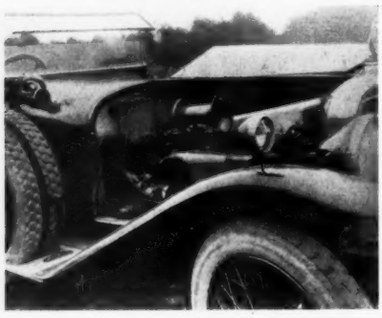
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worthy performance that they give to the critical tester by the manner in which they have been produced and are maintained by the works. A demonstration car is, as often as not, chosen as the best among a batch that has come through the works; it is set on one side for demonstration purposes and the most competent of the works staff are delegated to keep the car in absolutely tip-top running condition. My test of the 24 h.p. six-cylinder Sunbeam was conducted on a car to which none of these conditions apply. It was the first model to be made,



OFF-SIDE OF THE SUNBEAM ENGINE UNDER THE BONNET.

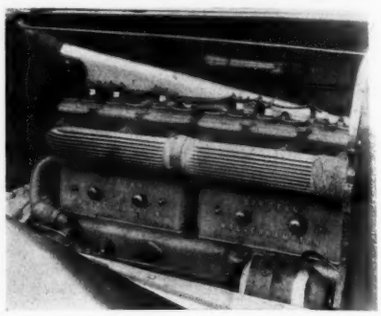
Note the water jacketing of the induction pipe and the vacuum petrol feed tank.

and, having done duty as a hack vehicle for the sales manager of the firm through its two years of life, it had to its credit no less than 23,000 miles of most strenuous going. Thus, this account of the six-cylinder Sunbeam on the road is more than a record of road performance—it affords indisputable evidence, that may be unnecessary, but is nevertheless welcome, that the Sunbeam is a car built to last and one of which the performance does not depend on special selection of engine or special attention devoted to the car as a whole.

Of course, any high quality car should be capable of an almost unlimited mileage before it begins to show notable signs of wear or any suspicion of falling off in achievement. Nevertheless I want to lay stress on the high mileage that this Sunbeam had to its credit before I took it over. Undoubtedly people who, a year or so ago, would never contemplate seriously the purchase of a second-hand car, are now wondering whether they would not be better served by investment in a second-hand car of premier make, rather than a new car of which the reputation does not stand quite so high and that, therefore, sells at a price considerably less than that of the recognised quality vehicle. There are some cars, even among those of which the name is without taint, that I would not dream of considering as a purchase after they had completed a good year's hard work. There are others for which I should feel perfectly happy in putting down my money, although they might have to their credit a mileage that in the case of some cars would make one wonder if they were not nearly on their last "legs." The Sunbeam is undoubtedly a car of which the happy working life is much longer than normal. I do not know how the car that I tested behaved during its first thousand miles, but if it was any better than it is now, it must have been a very remarkable car indeed.

I suppose that one of the primary considerations that influences the purchaser of a high class car is its claims to silence. It is a fact that many cheap cars are capable of nearly as high speed as their more expensive brothers and in some cases they provide almost as much comfort. Where they almost invariably fail is on the score of silence. This Sunbeam ran the other day as silently and smoothly as the most captious critic could desire. Travelling at normal speeds the only sound that I could hear was the hiss of the air through the carburetter, and the silence that was such a beautifully attractive feature of the engine was maintained throughout the chassis, for the gear-box and back axle seemed absolutely frictionless.

It is easy enough to get a silent engine if one is prepared to sacrifice a certain amount of efficiency. It is the combination of high power output with unobtrusive delivery of it that makes the designer put on his thinking cap and the work



NEAR SIDE OF THE SUNBEAM ENGINE, SHOWING THE POSITIVELY DRIVEN DYNAMO.

manager exercise a very close scrutiny over those working under him. For its size the Sunbeam engine has as much "spice" as any that I have sat behind, in spite of the fact that its design is superficially, at any rate, not on those lines that we moderns are told are necessary for maximum performance. The chassis was described in detail in these pages about a year ago. Since then it has undergone no radical change and even if it had these changes would, of course, not apply to the model I had on test, which was past its first

Humber

"The Representative British Car"

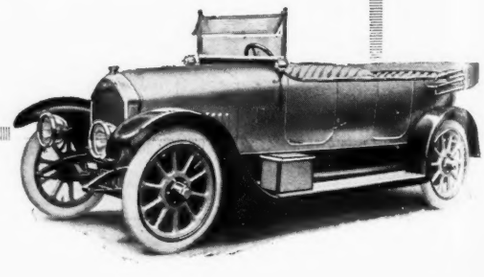
MOTOR authorities at the Olympia Show were loud in their praise of the Humber models exhibited there. One wrote of the Humber as "the representative British car," another was of opinion that "1921 will be very distinctly a Humber year"; and motor owners are daily adding their testimony to the efficiency, comfort and economy of the 10 h.p. and 15·9 h.p. models.

The careful and scientific attention lavished upon every mechanical detail has produced suprising results in speed, flexibility, and acceleration; and it may be claimed for the 15·9 models that they represent the sum total of motor engineering construction. The equipment is complete: Dunlop grooved (or Magnum) Tyres; Autovac petrol feed; automatic lubrication; in-built speedometer, driven from gear-box; electric lighting and starting set; spare wheel; double wind screen; special type one-man hood.

The Latest Humber Models include:—

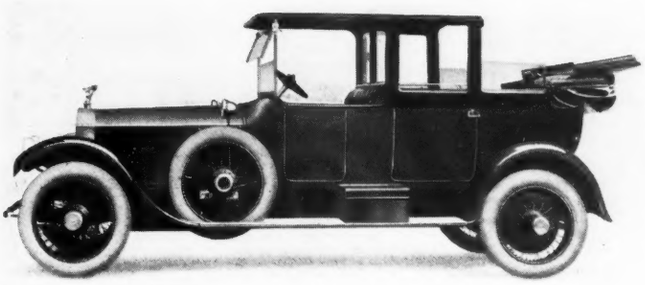
10 H.P. COUPÉ
10 H.P. 2/3 SEATER. 10 H.P. 4-SEATER TOURING CAR.
15·9 H.P. SALOON DE LUXE.
15·9 H.P. 5-SEATED TOURING CAR.

May we send you Illustrations and Free Specifications?



HUMBER LIMITED, COVENTRY.

London: 32, Holborn Viaduct, E.C.
Southampton: 25-27, London Road.
Service Depot: Canterbury Road, Kilburn, N.W.



ROLLS-ROYCE

"WHAT MY ROLLS-ROYCE COSTS"

Lord Montagu of Beaulieu, K.C.I.E., C.S.I.

"I can do no better than quote my own experience of many years with a ROLLS-ROYCE, of which I have kept careful accounts. If we assume petrol as before, at the price of 42d. a gallon, the cost of fuel at 14 miles to the gallon (**I often get well over 15 miles**) works out at 3d. a mile. Tyres, I find, average about 4d. a mile (**I have personally run at a much chea er rate than this**), and lubricating oil, maintenance of electric batteries, etc., 1d. a mile, or 8d. a mile in all. In the case of the ROLLS-ROYCE, however, I have not got to burden my figures for depreciation, for a **ROLLS-ROYCE is nowadays worth a great deal more to sell, even after two or three years' wear, than when it was obtained from the makers.** Of course, **I admit this car is exceptional,** and I may be pardoned, therefore, for saying that the **ROLLS-ROYCE of all high-powered cars is considerably the cheapest as well as the most delightful to run.**"

Lord Montagu in "Sunday Times," July 25th, 1920.

The World's Best Car

The following firms, who purchase direct from us, have sole selling rights of our cars in their respective districts.

Leicestershire. Derbyshire, Notts., Lincs., Staffs., Worcestershire, Warwickshire, Northants, and Rutlandshire: The Midland Counties Motor Garage Co., Ltd., Granby Street, Leicester. Manchester and District, including East Lancs. (as far north as a line drawn on the map due east from Cockerham) and East Cheshire: Joseph Cockshoot & Co., Ltd., New Bridge Street, Manchester. Liverpool and District, including West Lancs. (as far north as Cockerham), West Cheshire and North Wales: W. Watson & Co., 56, Renshaw Street, Liverpool. Norfolk and Suffolk: Mann, Egerton & Co., Ltd., 5, Prince of Wales Road, Norwich. Ireland: J. B. Ferguson, Ltd., Chichester Street, Belfast. Scotland: The Clyde Automobile Co., Ltd., 96, Renfrew Street, Glasgow.

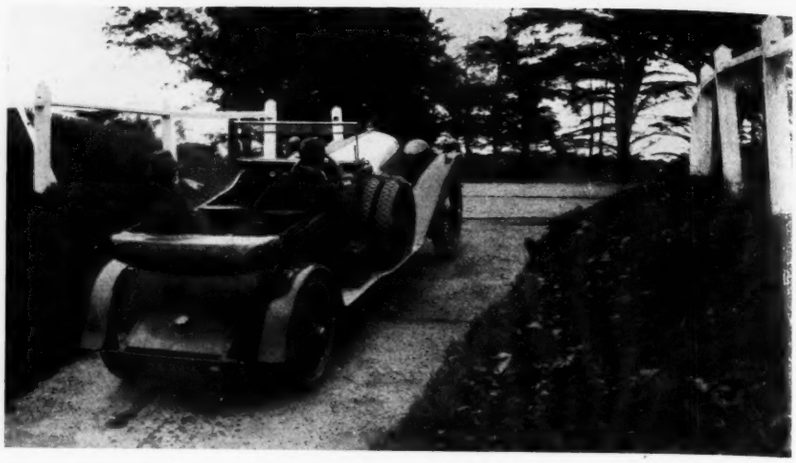
The following firm is appointed as retailer of Rolls-Royce cars: Messrs. Barker & Co. (Coachbuilders) Ltd., 66-68, South Audley St., London, W.

ROLLS-ROYCE, Ltd.
15, Conduit Street,
LONDON, W. 1.

TELEGRAMS ROLHEAD, REG. LONDON.
TELEPHONE GER ARD 1651 (3 lines).

youth this time last year. The engine has a bore and stroke of 80mm. by 150mm., giving an R.A.C. rating of 23.8 h.p. The valves are side by side on the near side of the engine, the gear-box gives four forward speeds and reverse and the back axle has spiral bevel drive of no ordinary quality, as is proved by its silence and smoothness. It is worth noting in passing that although the spiral bevel back axle is adopted on the score of silence, it often works out in practice that it is noisier than the much cheaper straight bevel. It is only when constructed and adjusted with the care and experience that only a first-class firm can provide that the spiral bevel final drive can justify its employment.

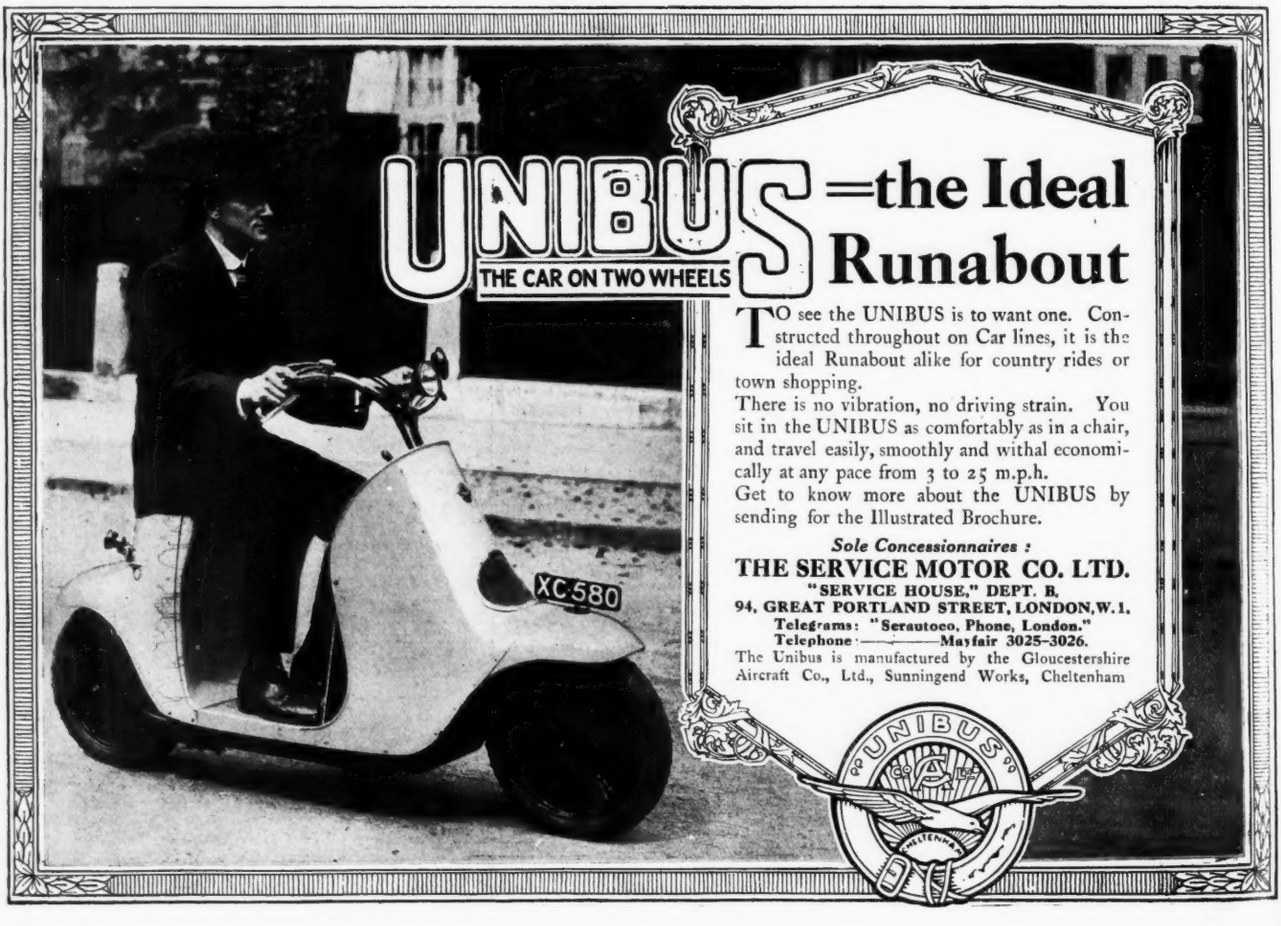
Much is written and talked of 60 m.p.h. as a road speed for a car. Experienced drivers are all aware that 60 m.p.h. is not by any means attained easily, let alone maintained. There are some cars of which the speedometer needle may be made to touch sixty for a few seconds, but a somewhat extensive and varied experience has convinced me that the car on which 60 m.p.h. may be reached with ease and maintained without evidence of furious effects from under the bonnet and signs of incipient distress on other parts of the car are none too common. Now the Sunbeam does its sixty as easily as many cars do their forty. As Brooklands track was handy and the Surrey police as officious as ever, we decided to take no risks in ascertaining the speed capacity of the car on the road, and in fairness to the car as well as to myself we took it on the track to see what it would do. I must confess that I was very much surprised. The speedometer needle worked round to sixty before one realised that any real call was being made on the engine. As the dial was not graduated beyond the sixty mark, I cannot say the maximum speed actually attained, but I know that the needle was kept nicely past this desirable mark for a complete round of the track. Mr. Cozens, the sales manager of the company and the owner of the car, says it is capable of 65 m.p.h., which strikes me as a very modest claim. And let me emphasise that the speed is attained easily and comfortably. It is one thing to have a car that will race an express train and still carry its occupants in comfort; but it is quite another to drive a car that, though keeping up with the train, nearly shakes its occupants off their seats by engine and poor suspension vibration. The Sunbeam glides along and gliding is the best word I can think of to describe travelling in this standard sporting car.

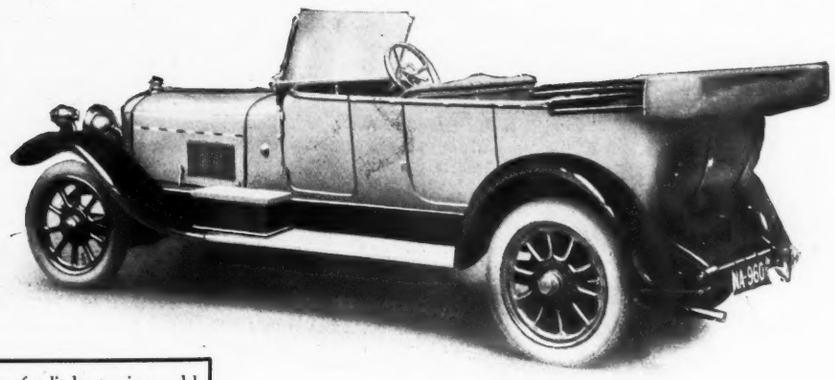


FROM A STANDING START ON THE STEEPEST GRADIENT (1 IN 4) THE SUNBEAM CRESTED THE TEST HILL WITH EASE.

The body with which the chassis was fitted has now undergone some minor alterations in design, and instead of two bucket seats in front it is equipped with a single seat in front similar to the one in the rear; but I sincerely hope that this change has not altered the driving position, for this I consider not the least among Sunbeam attractions. One is beautifully and comfortably ensconced and has in front a bonnet which, mainly by virtue of one's driving position, gives a unique sensation of impressiveness. It is a long bonnet of graceful lines, and I have sat in several cars of much higher power than the Sunbeam that gave nothing like the sensation of power ahead and comfort all round.

The flexibility and acceleration are all that can be desired, and nowadays the critic becomes very observant on these points, for there are so many cars that strike him as having reached the zenith in these respects. I am rapidly coming to the conclusion that there is





24 h.p. 6-cylinder touring model

Price £1510

The equipment of the complete car includes set of Dunlop tyres, 820x120 m/m (for open cars), 880x120 m/m (for closed cars), spare wheel and tyre, domed wings, electric lighting set, self-starter, valances, hood and hood envelope (for open cars), windscreen, bulb horn, number plates, clock, speedometer and full kit of tools.

THE SUPREME SUNBEAM

Built upon orthodox lines but having, nevertheless, an individuality which renders it noteworthy in whatever company it may be.

SUNBEAM excellence has become an axiom and is to be found in engine, chassis and coachwork.

SUNBEAM-COATALEN engines won remarkable triumphs during the war, and are still well to the fore, as witness the performance of Sunbeam-engined motor boats at Monaco, Cowes and elsewhere during the past racing season.

SUNBEAM-COATALEN ENGINES

THE SUNBEAM MOTOR CAR CO. LTD., WOLVERHAMPTON

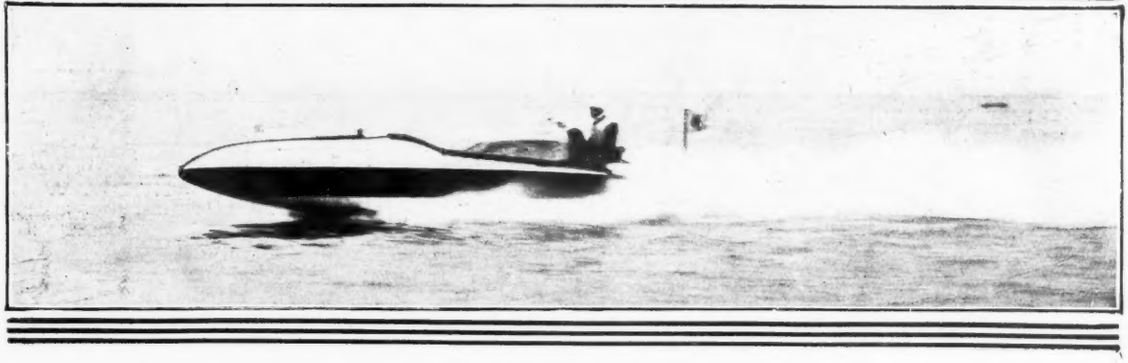
Manchester Showrooms - - 106, Deansgate

Southern Service and Repair Depot:
Edgware Road, Cricklewood, London, N.W. 2
Telephone: Willesden 3070. Telegrams: "Sunoserv, Crickle, London."

London and District Agents for Cars:
J. Keele, Ltd. - 72, New Bond Street, W.1

Below—The Despujols Boat fitted with Sunbeam-Coatalen engine.

Photographed while racing at the Monaco Boat Meeting, where she attained the world's record of 75 m.p.h.



no such thing as a limit in top gear slow running and rapid acceleration propensities. Every car that I try seems to go one better than the last, and the Sunbeam runs very close indeed to one particular car which for these two qualities is world famed. As for hill climbing, I felt that an ordinary test on the Sunbeam would be wasted, so I asked the driver to take it up the test hill not as fast as he could, but as slowly as possible. We went from bottom to top at not more than 4 m.p.h. or 5 m.p.h., and then to clinch the performance we ran backwards until we were on the middle of the 1 in 4 gradient, and a standing start was effected without any difficulty whatever, the car accelerating all the way over the crest. It was a distinctly good performance, in that, even under this severe test, the engine obviously had plenty of power in hand.

The clutch is uncommonly sweet in action, and the start from a standstill on the level can be effected on any gear that one happens to engage; and the Sunbeam people seem to have secured with the leather cone type clutch a smoothness of engagement that the advocates of the plate type tell us is unobtainable with any clutch that does not fall in with their fancies. Following from the easy clutch operation comes, naturally, the easiest imaginable of gear changes. One can bang the gear lever about as one pleases and the gear-box does not seem to mind. I am afraid that my changes were not as silent as they might have been, because the Sunbeam gear-box, being an individualistic affair, recompenses those who know it well and treat it accordingly; but I felt that two or three days' driving of the car would have given me a gear change as silent as that obtainable on any car ever offered to the public.



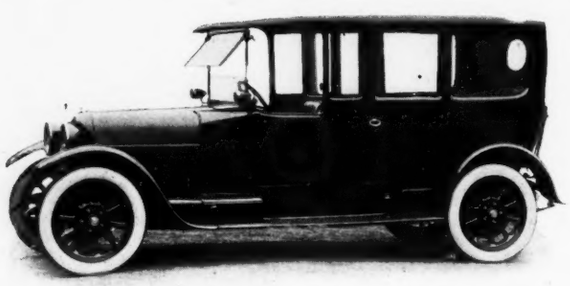
LEAVING HAM GATE.

Having put the car through its paces on the track, we made for the other extreme of testing in taking it over rough by-lanes abounding with steep gradients and sharp corners. Impressions already formed called for no modification. The steering was a delight, and on the trickiest of bends there was a temptation to play with the wheel that in many other cars would have meant toying with disaster. To some extent, perhaps, this uncommon sense of security, and of being on top of my vehicle as regards its control, may have been due to the excellence of its brakes, both as regards efficiency and smoothness. From any speed the car can be brought to a standstill violently or smoothly, as required, but the brakes are always progressive in action and entirely free from any suspicion of fierceness. Nevertheless, there is a feature about the brakes that I want to criticise, and that is the position of the hand brake lever. On every car that I know the hand brake lever is placed outside the gear lever. On the Sunbeam the positions are reversed. It does not, of course, make any real difference to the operation of the brake, and after a little practice one can grasp the brake lever as rapidly as if it were placed in the conventional position. Nevertheless, it is a departure for which I see no sound reason, and although departures are to be welcomed most cordially when they involve a real advantage, I am rather opposed to innovations made simply for the sake of innovation.

Theoretically, perhaps, Sunbeam springing should not be as good as that of some other cars, for we are told that perfect suspension can only be obtained by the use of cantilever springs. The Sunbeam affords an irrefutable contradiction to holders of this idea. The

FIAT

SIX-CYLINDER FIAT CHASSIS
fitted with a Vanden Plas Saloon Body



Extract of letter, dated October 28th, 1920, from a satisfied Fiat owner:—

"We may say we have now the first 10 h.p. Chassis delivered to us running, and we hardly know how to express adequately our satisfaction with it. It is everything which could be desired, and gives one the impression of being a very much higher power car."

The original can be seen at Fiat Motors, Ltd.

MODELS

10/15 h.p.	Chassis	... ...	**£510**
15/20 h.p.	,,	... ...	**£750**
20/30 h.p.	6-Cylinder	... ...	**£920**
20/30 h.p.	,, (Sports)	... ...	**£1,020**

Including Electric Lighting Set, Self-Starter, Lamps and Tyres.

10/15 h.p.	Torpedo	... ...	**£670**
10/15 h.p.	Saloon	... ...	**£835**

FIAT MOTORS, Ltd.

5, Albemarle Street, LONDON, W. 1.

Telegrams
"FIATISM, PICCY, LONDON"

Telephone:
GERRARD 7946



Holds the road under all conditions and retains the ability to do so for the life of the tyre.

Dunlop tyres of the "straight side" type to fit American rims can now be supplied in all sizes.

DUNLOP

THE NEW MAGNUM TYPE

TRADE  MARK

springs are, in appearance at any rate, ordinary semi-elliptics both in front and rear, but in performance they are anything but ordinary. A high-powered car with a generous wheel base and obviously intended for high-speed work ought to be sprung well, but the Sunbeam gives one something better than that in what it offers to its fortunate owner. The infamous roads of the Chertsey district, the notorious bumps of the track, or the sheer crudity of cross-country by-lanes with their deep ruts and unrolled stones were to the occupants of our car much the same as a first-class main road.

Undoubtedly the Sunbeam is a genuine first-class car, and, more than that, it is a car among our very best. If there are one or two that will show a higher road speed, there are not many that will show the Sunbeam a clean pair of heels after two or three years of hard gruelling work. Its semi-sporting body is a revelation in comfort, unless one has uncommonly long legs and is doomed to sit in the back seat; but the very compactness of the body design has its advantage in that the occupants of the rear seats receive more benefit from the windscreen than is normally the case.

Unfortunately I must end on the usual sad note. We have in the Sunbeam a car replete with every practical modern refinement. Its engine performance, its transmission and its suspension are of the very best, and it goes without saying that it is completely equipped electrically, yet the car has no mechanical-driven tyre pump. This is one of those shortcomings that, to me, is as inexplicable as a reversion to ordinary fixed wood wheels would be to the average owner-driver. W. H. J.

BRIEF NOTES ON SOME 1921 CARS.

25 h.p. JORDAN CAR. GOOD finish, smoothness in running and power are the attributes claimed by the 25 h.p. six-cylinder Jordan car offered to the British public by Joseph A. Mackie, Limited. As the power given off the brake at 2,750 r.p.m. is 56 h.p., which has only to propel a weight of 25cwt. plus the passengers, there seems no reason to doubt the power. As for the finish, this is a great deal better than most American cars, and is up to our British standard in this respect. Smoothness must be tested on the road, so we must leave this attribute to be proved by experience. The bore and stroke of the six-cylinder engine is $3\frac{1}{4}$ins. by $4\frac{1}{2}$ins. Delco lighting centrally controlled three-speed gear-box and long underslung springs for the rear wheels are some of its features. Large coil springs are fitted on the front shackles of these rear springs to prevent any chattering that may take place when the drive, as in this case, is through them. The special feature is the manner in which the induction passages from the carburettor are arranged so that the gases impinge on hot spots between the exhaust and inlet manifolds before passing into the cylinders. Fuel consumption is stated to be one gallon per twenty miles.

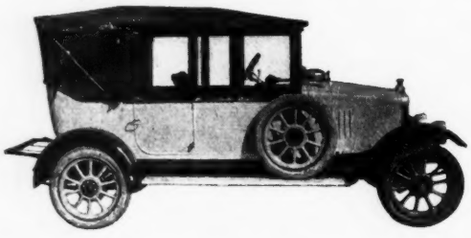
11.9 h.p. DAWSON. IN the £750 class of two-seaters is the 11.9 h.p. Dawson car, fitted with a Lucas electric lighting and engine starter set and high-tension magneto. Its four-cylinder monobloc engine of 69mm. bore, 120mm. stroke, has detachable cylinder head and silent operating overhead valves which have no tappets. Three forward speeds and a reverse are provided by the gear-box; special attention has been paid to the construction of cars so that it may be free from oil leaks and be dust proof. A constant oil level is maintained in this unit. The foot brake acts internally on large diameter drums, fitted with cooling fins, while the hand brake also acts on these, but externally, both being dust proof. The stream-line two-three seater is 47ins. wide in the cushion seat, upholstered in best quality leather and also provides for a folding dicky seat, carrying the spare wheel in a locker in the rear. A full set of the usual accessories are given both for the two and four-seated 11.9 h.p. Dawson, the latter's price complete being £795. A coupé and a three-quarter coupé are also built, costing £820 and £850 respectively.



THE BLERIOT WHIPPET CYCLECAR.

29 h.p. HAYNES. THERE are many American cars seeking favour in Great Britain but the six-cylinder, 29 h.p. Haynes, imported by Jarrott, Limited, is especially notable for the handsome coachwork fitted on this chassis. A five-seater saloon and a seven-seated interior drive limousine, are the two forms of coachwork favoured. In the Haynes saloon car the front seats are tilting and adjustable, with the driver's

The All British
Standard
Light Four Seater
Specially designed for the Owner - Driver



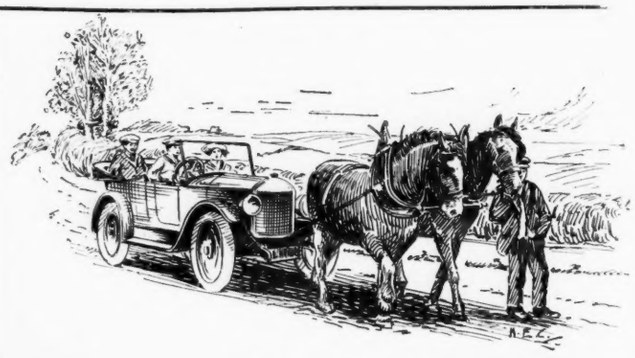
THE Standard Light Car is remarkable for its high quality and its extreme lightness as compared with the power and accommodation it provides. The approximate weight of chassis is only 11 cwt. 3 qrs. The 11.6 h.p. engine (4 cylinders—68 × 110) is extraordinarily economical on petrol and oil, and wear on tyres (710 × 90) is small.

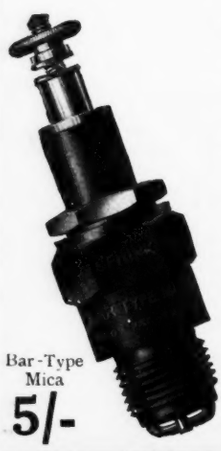
Although its running costs are so little, the comfort of its occupants is provided for in every detail. It is designed specially for the owner-driver.

Send Your Name and Address for Full Particulars.

The Standard Motor Co., Ltd., Coventry
London Showrooms: 49, Pall Mall, S.W.1.

Godbolds





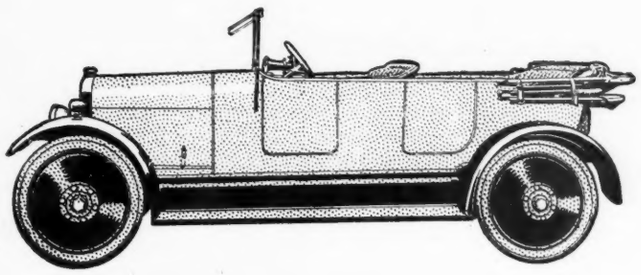
Bar-Type Mica
5/-

DISCONCERTING

Do not risk finding yourselves in the predicament indicated above.—always use Sphinx Plugs manufactured by the British firm with sixteen years' experience of Plug making.

There is a Sphinx Plug suitable for every engine and our experience is at your disposal in this respect. If in doubt as to the right Plug for your engine do not hesitate to write to us. In any case send a post-card for our descriptive booklet containing much information concerning our respective models that will interest you.

SPHINX

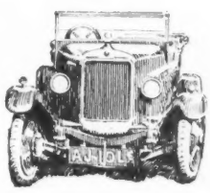


PRICE £725, complete with electric lighting and starting, disc wheels, Dunlop Magnums, spare and tyre, hood screen, electric horn, etc.

Arrol-Johnston

THE 15.9 h.p. Arrol-Johnston for 1921 is a *quality* car at almost a *mass production* price. And it shows a by no means small advance on the excellent 1920 model.

The suspension is improved to meet increased power and poor road surfaces, hand control is afforded on the steering wheel, the back axle is a 1921 model and the body is improved in many details.



Arrol-Johnston, Ltd., Dumfries.

London Agents :—
LEVERETT, THORP & KEARTON, Ltd.
122 *New Bond Street, W.* **1.**

The CLASSIC CALCOTT

"A Car of Quality"

THERE is a special appeal in the CLASSIC CALCOTT to substantial, well-to-do people who consider their comfort and appreciate "Quality." The CLASSIC CALCOTT is built for those people who are sure of themselves and their position, and who seek luxury in service as well as in appearance.

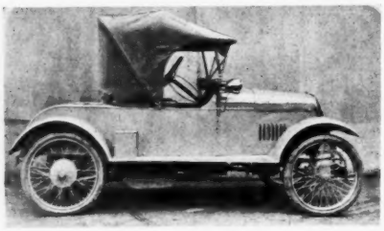
FOR the fullest service, the ideal family car is one that a lady can drive as easily as a gentleman, and without tiring. It must be distinctive in appearance—suitable for the morning's shopping or for afternoon or evening use, and have the seating capacity to provide for the week-end or holiday tour. To those who know and appreciate these points, the CLASSIC CALCOTT is the highest material expression of these ideals.

Illustrated Catalogue sent upon request

CALCOTT BROS. Ltd.
COVENTRY.
Established 1885.



seat covered with Spanish, hand-buffed leather. Deep seats, with "body conforming" springs, covered with pure curled hair and upholstered in Bedford cord cloth, make for comfort for the passengers; and the wide door on each side gives easy



THE RICHARDSON 8 H.P. AIR-COOLED CAR HAVING A TWO-CYLINDER ENGINE AND FRICTION DRIVE.

ingress and egress to the front as well as to the back seating accommodation of this carriage. A special feature is the triple wind shield, with special glass screen, protecting the main wind-screen against rain obscuring it and is a step in the right direction, especially for this country. The interior drive limousine has this also fitted. Its own special features are that the car is warmed by a heater from the exhaust gases and that, if a chauffeur is at the wheel, a glass partition can be raised dividing the sedan into two compartments. No magneto is fitted on the Haynes, coil and battery ignition, that receives its electrical energy from a two-unit lighting and starting system, being used.

23 h.p. VELIE. THE next important item in regard to number of cylinders, is on Messrs. Melchoir, Armstrong and Dessau's list, the 23 h.p. six-cylinder Velie car, fitted with a five-seated touring body of the usual American type. The engine cylinders are 3½in. bore and 4½in. stroke, magneto ignition, gravity water circulation, with pressure and splash lubrication. Dynamo electric lighting and starting set is fitted; while the wood wheels have detachable rims to take 32in. by 3½in. tyres. Its makers claim that the Velie engine can burn low grade fuel and get good results and its special feature is the four bearings of the crank-shaft.

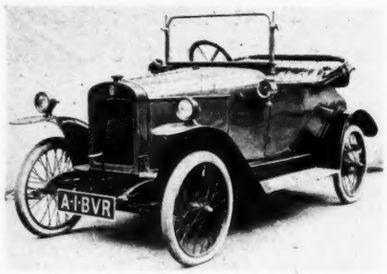
18 h.p. BRISCOE. THE Briscoe 18 h.p. car, with four-cylinder, 3⅜in. by 5in., engine, is fairly well known in this country. It is sold by Messrs. Melchoir, Armstrong and Dessau, Limited, with a five-seater touring body and a five-seater sedan enclosed coachwork. Central control, magneto ignition, three forward speeds and the usual conventional design in its other details, with wood wheels and detachable rims, dynamo lighting and electric starter, complete its equipment.

18 h.p. TEMPLAR. THE remaining car dealt with by this firm of importers is the 18 h.p. Templar car, fitted with a two-seated body. This engine has its four cylinders with a bore of 3⅜in. and a stroke of 5½in., pump water circulation, magneto ignition and the usual electrical equipment in the matter of lighting and engine starter. The control and hand brake are placed centrally. In the catalogue of its equipment, besides the usual tools and accessories, an autographic folding Kodak camera is included; which is, perhaps, a gentle reminder that with this car one can see the beauties of nature, and the camera will record them for further remembrance.

THE DE DION BOUTON. THERE are two models in the 1921 programme of the De Dion Bouton firm, of which the 12–14 h.p. chassis with a four-cylinder engine has a bore and stroke of 70mm. by 120mm. The ignition is by Bitrix high-tension magneto, carburation is by the De Dion automatic carburettor, and there is, of course, full electric equipment, the wheels being Michelin metal discs for 760mm. by 90mm. tyres. This chassis can be purchased with a newly designed English four-seater torpedo body having a sliding double front seat with a compartment in the back of it for accommodation of the tools, the spare wheel and tyre being carried at the back of the body.

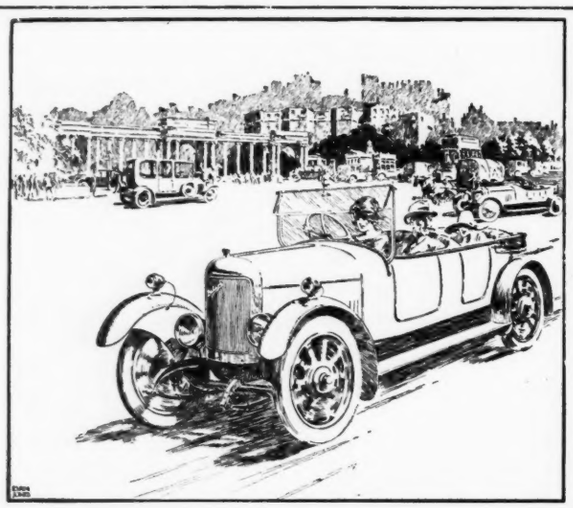
A three-quarter coupé cabriolet can also be carried on the same chassis, fitted with two windows on each side of the double sunk type dicky seat at the back.

The other De Dion chassis is rated at 25 h.p., and has an eight-cylinder engine with a bore and stroke of 70mm. by 120mm. Undoubtedly this chassis is one to make a special point of inspection, for this French firm started making eight-cylinder models some years before the



THE TWO-SEATER 8.9 H.P. ZEILLER

war. As in the case of the 12–14 h.p. model, the clutch of the eight-cylinder chassis requires no lubrication, the gear-box gives four speeds and reverse, and has a gate change to the right hand of the driver. The tyre size for this chassis is



The Opinions of Users.—3.

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(The above are extracts from letters expressing appreciation of the new Belsize Cars.)

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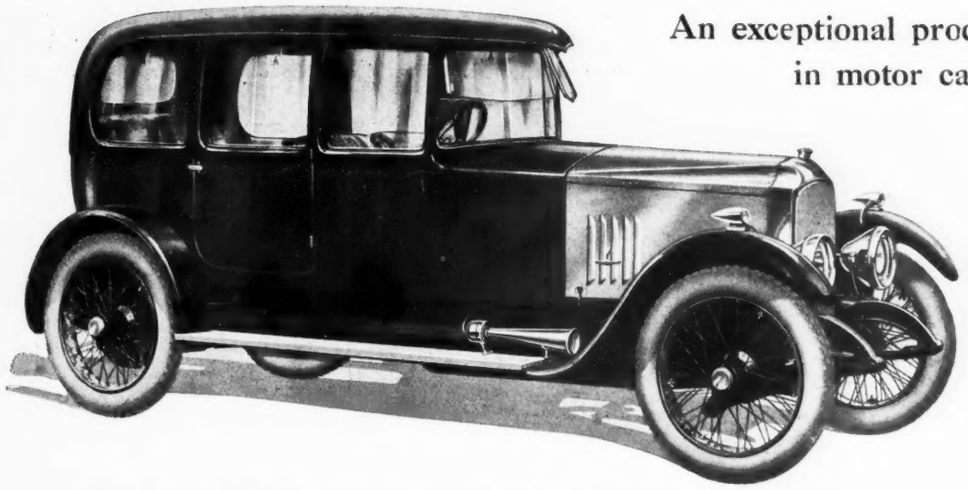
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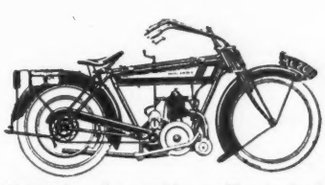
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The 2¼ h.p. Royal Enfield Two-stroke motor cycle is ideal for "solo work." It is very light yet exceptionally strong and embodies the Enfield Patent Two-speed and Free-engine gear, and Cush Drive Hub.

Simplicity of control is manifest in the highest degree—one lever only controlling the speed of the machine. Fixed ignition is used and in conjunction with the A.M.A.C. single lever automatic carburettor the riding attention is reduced to an absolute minimum.

Further particulars gladly sent on request.

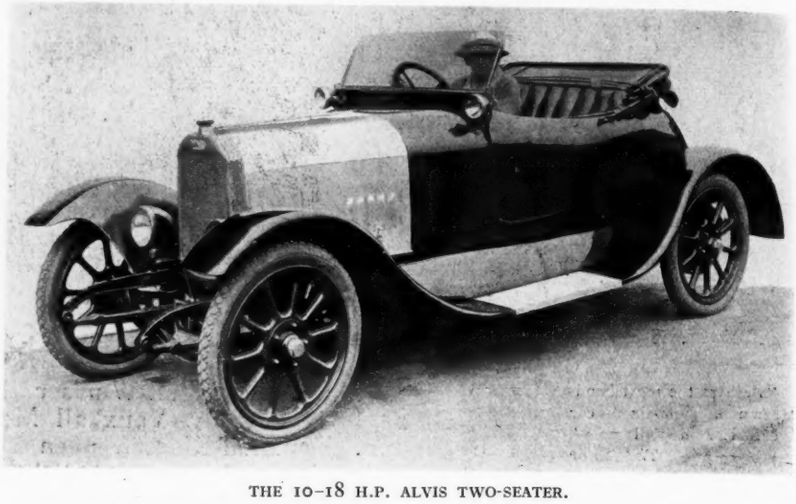
The ENFIELD CYCLE CO., LTD., REDDITCH.

880mm. by 120mm. The chassis is suitable to carry a three-quarter limousine landaulet of the type having two folding armchair seats fitted at the back of the front seats to face forward if desired.

D.F.P. CARS. THE D.F.P. is a French car that has long been popular and enjoyed a useful reputation for its speed capabilities. The engine is a four-cylinder monobloc having a bore and stroke of 70mm. by 130mm., and an R.A.C. rating of 12.1 h.p. The carburettor is a Claudel Hobson, the magneto an S.E.V., and there is, of course, a complete electric lighting and starting equipment. The pistons are aluminium. The clutch is of the leather to metal cone type, and the gear-box gives four forward speeds and reverse, conveying the power through a tubular propeller shaft to the helical bevel-driven semi-floating rear axle. The front springs are semi-elliptics and the rear full cantilevers, both being over-set. The tyre size is 765mm. by 105mm.

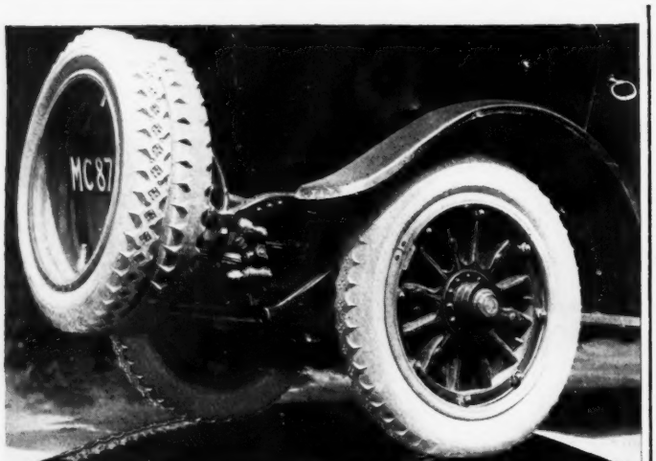
THE ENFIELD ALLDAY. IT will be universally regretted that the Enfield Allday three-cylinder radial-engined car which formed the sensation of 1919 has been abandoned this year. The hope that arrangements for its re-manufacture would have been completed in time for the Show—although the car would have been exhibited under another name—did not materialise, and Messrs. Enfield Allday Motors, Limited, have turned their attention to the production of a medium-powered touring car. This has a four-cylinder water-cooled engine, the cylinders being cast *en bloc* and having a bore and stroke of 63.5mm. by 117.5mm. The gear-box provides three forward speeds and reverse, and final drive to the back axle is by spiral bevel, suspension being by semi-elliptics in front and cantilevers in the rear. Electric equipment is by Brolt.

In their sales policy the company intend to cater specially for individual requirements as regards bodywork, and a purchaser of one of the new Enfield Allday cars may order and obtain any type of body that he requires to suit his individual requirements. By this policy, at all events as regards coachwork, this firm evidently do not believe in "mass" production principles.



THE 10–18 H.P. ALVIS TWO-SEATER.

WILTON CAR. THE Wilton is a medium-powered car which strikes the observer as being rather more substantially constructed than the average of its class. The engine is rated at 11.9 h.p., having four cylinders and a bore and stroke of 69.5mm. by 120mm. Ignition is by Watford magneto and carburation by Zenith carburettor. The clutch is of the fabric cone type, and the gear-box, in which the gears are nickel chrome steel, gives three speeds and reverse. The propeller shaft is enclosed in a torque tube and conveys the power to a worm drive in the back axle. Springing is by semi-elliptics in front and by cantilevers in the rear, and both brakes are situated in the rear wheels, which are Sankey steel detachable. The electric equipment is C.A.V., and includes a horn as standard with the complete car, but the starter is £25 extra on all models. The complete models comprise a two-seater, four-seater and two-seater coupé, both the two-seater models having a dicky seat.



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The

Cubitt car

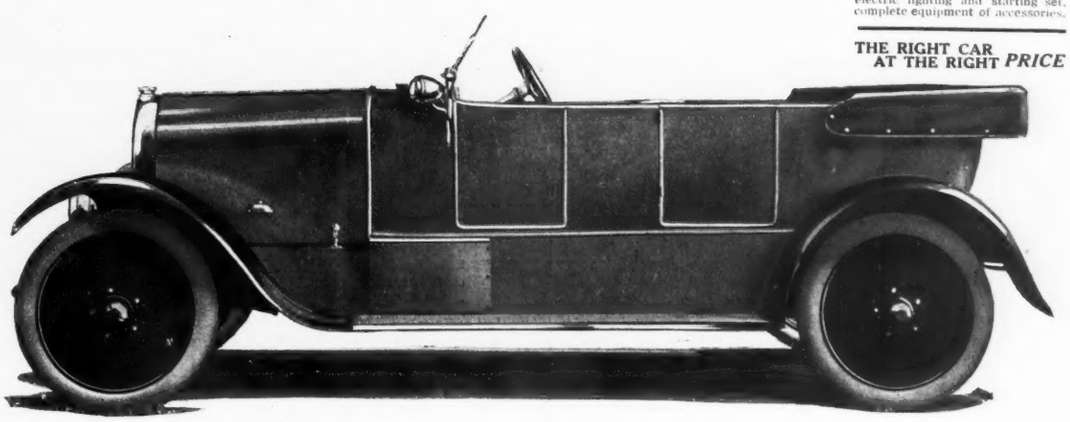
£442 complete

We desire to inform our friends that, owing to the minimum profit at which we have always traded, it will be impossible for us to lower the price of the Cubitt car. Our policy is to give Maximum Value at Minimum Cost.

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Engine: Four-cylinder, 80 by 140 mm. four-speed, gate change and reverse; overhead worm-driven back axle; wheelbase 10ft. 6in.; road clearance 10½in.; 815 by 105 Beldam Rubber Non-skid Tyres; four-seater touring body, painted grey; windscreen, one-man hood, five wheels, four tyres, electric lighting and starting set, complete equipment of accessories.

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Two-Speed, Kick Starter Clutch
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GUINEAS.

MOTOR CYCLE SHOW, OLYMPIA
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HUMPHRIES & DAWES, Ltd.

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ALL the year round, winter or summer, the Crossley car gives dependable service and satisfaction.

Crossley dependability—proved in every climate and season—is the natural result of soundness of design, clean accurate workmanship and carefully supervised construction.

Because of these factors the Crossley car is a sound investment. Its quality enables it to give an adequate return to its owner in the form of a long life of real and consistent service.

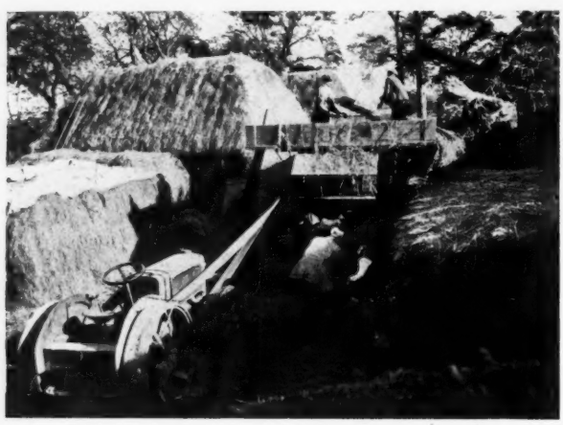
On request, full particulars, including illustrations and specification, will be forwarded.

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TRACTOR *v.* HORSE

LOGICALLY, after last week's article about the motor lorry, comparing its cost with that of a horse wagon, I should this week make a similar comparison between tractor and horse; and this I propose to do, greatly daring, for I have little doubt but that many farmers who read my last week's contribution are already contemptuous of me and my methods, at least, in so far as I pay interest on and depreciate my horses, which, as everyone knows, should cost nothing and should appreciate until they are sold. I am sure, however, that in any sound system of accounting, each side of the farm—the arable side or the breeding side—must be properly debited or credited with its labour or horses. I am going to consider the case of a comparatively small farm in which 150 acres only are ploughed, cultivated, seeded, harvested, etc. I am going to take the initial operation, that of ploughing, as a basis, and



A SECONDARY ADVANTAGE DERIVED FROM THE USE OF THE TRACTOR
An Austin driving a full-sized Garrett drum.

thereon make a comparison between the cost with horses and with tractors. I will presume that the soil of which this farm consists is light to medium, so that nowhere does the single-furrow plough require more than three horses to pull it. The acreage will have to be ploughed inside six months, of which, as a rule, not more than half will be weather fit for such work. Briefly, then, 150 acres will have to be ploughed in twelve weeks, which is equal to an average of twelve and a half acres per week ploughing. This will necessitate three teams. Assuming that one of them is a three horse and the other a two horse, and, counting on a spare horse for each team, we shall need ten good horses, any one of which could probably be sold for £100. There is, then, in horse-flesh alone, a capital value of £1,000. The food of each horse per week during the winter months will be, roughly, as follows: 1cwt. of oats, ¾cwt. of hay, a certain proportion of chaff, bran, roots, etc. The market value of these foods to-day is approximately as follows for the quantities stated: Oats, 18s.; hay, 10s.; chaff, 3s.; bran, roots and sundries, another 3s.—say 34s. a week. In the summer this will be reduced owing to the horses being turned out to grass, and during that time it may be, say, 26s. a week. The average throughout the year will be 30s. a week per horse. The labour required for these three teams will be three men and two boys, costing—men at 52s., boys at 15s.—£9 6s. a week.

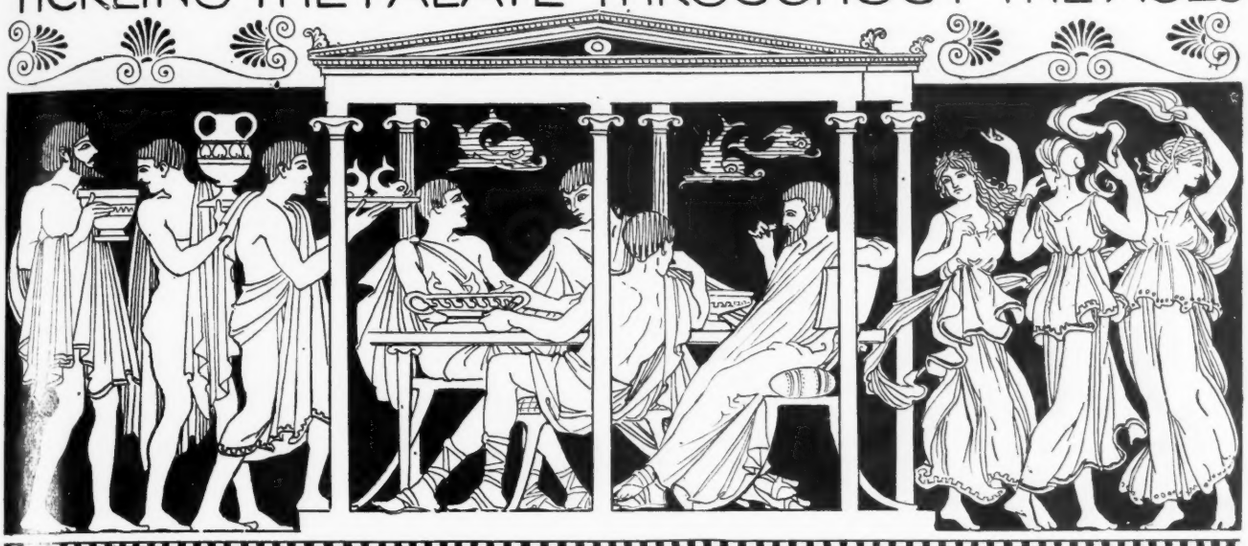
Horses are only, as a rule, capable of doing a full day's work for eight years. In considering cost, they should be depreciated over that period, *i.e.*, at the rate, for the ten horses, of £125 per annum. Interest on the capital value of the animals at 6 per cent. is £60 per annum. Total per year for food, wages, depreciation, interest on first cost, but exclusive of insurance, veterinaries' charges, repairs to harness and shoeing, which may easily amount to another £100 or £150, £1,435 a year. Even if we give the horse all the benefit of fifty weeks to the year, although, as is well known, he is not good for more than forty, the outlay for the three teams amounts to more than £28 a week.

Now, this twelve and a half acres of ploughing per week could easily be accomplished by any single light tractor, such as, say, the Austin or Saunderson Junior, which cost £360 each. Assuming, however, that, for the sake of argument, it is necessary to have two tractors in order that different operations may be carried on at the same time, then the initial outlay is £720. Two men only are necessary at, say, £3 10s. a week each, total £7. The fuel, oil, repairs, cost of a tractor would only depend upon the amount of work it does, but with two machines such as these on a small farm the expense will be light for the simple reason that one of the machines at least will be standing idle for a good part of the time. Probably we may take it as though it were the average, the work of ploughing this twelve and a half acres during a week, for which the cost in fuel would be £3. oil, 10s., repairs, 5s., £3 15s. in all. Depreciate the two tractors over eight years and allow, as before, 6 per cent. interest, the total cost per annum works out at somewhat under £870, which, on a fifty-week basis, is less than £18 a week—a saving of more than £10 a week as against horses.

CULTOR.



TICKLING THE PALATE THROUGHOUT THE AGES



No. 1.—A dish of Anthea—the Sacred Fish—Greece 400 B.C.

CHRISTMASTIDE is the time of feasting, when hosts delight to set before their guests delicious dainties which tickle the palate.

Even before the Christian Era, there were set periods of feasting and fasting. They have been common to mankind throughout all ages, all the world over.

This Christmas will prove no exception, and 'Bacchus' and 'My Lady Nicotine' will help to make the time of feasting and thanksgiving a fitting finish to a strenuous year.

After the Christmas fare, and in fact at all times, a 'Piccadilly' cigarette will be found delightful. Its rare refreshing fragrance and exquisite mildness make it a universal favourite.



PICCADILLY

VIRGINIA CIGARETTES

GRAND PRIX ROME 1911

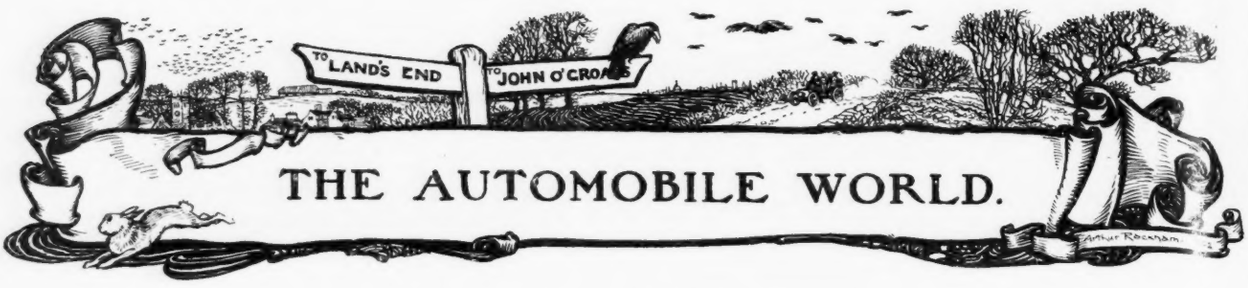
GRAND PRIX BUENOS AIRES 1910 — HAND MADE — GRAND PRIX PARIS 1911

25——1/11

50, 3/10; 100, 7/8

Of all High-class Tobacconists.

Epicurean Palates pronounce them perfect



BRITISH MAGNETOS

A VITAL NATIONAL INDUSTRY IMPERILLED.

THE importance of stabilising the situation with regard to "key" industries is well illustrated in the case of the magneto, that wonderful little electrical device which gives the vital spark to the petrol engine. One of the romances of the war was the uprise of the British magneto industry, which gave to our aerial arm the superiority that finally broke the German morale. Now, by the irony of fate, the British magneto industry is exposed to another form of attack from Germany and, unless the Government makes up its mind quickly to "key" the magneto, the Germans may have their revenge.

Sir Robert Horne this past week has introduced a Bill to the House of Commons to protect British dyes as a key industry, and it is therefore hopeful that this precedent will be followed for the British magneto industry, which, we do not hesitate to declare, is of equal importance for national safety. Delay is dangerous at all times, but even more so than usual under to-day's conditions of trading.

At present our magneto industry is in a state of uncertainty because the Government has not yet declared, once and for all, the magneto to be a "key" product. Yet the case for the magneto admits of no doubt; and until the Government declares its intentions it is only natural that uncertainty should prevail, and this state is not at all good for a young industry which is only now finding its feet in peace-time business.

About the quality of the British magnetos there can be no question, for in the grim test of war we beat the Germans in this matter, although Germany was the pioneer of the modern high precision magneto. In few industries was the German dominance so complete as in magneto manufacture, and in no case was the British technical triumph so marked as in finding a substitute during the war for this apparatus. It would be nothing short of a national tragedy now to let slip the fruits of the victory we then gained.

Indeed, one can go so far as to say that a serious menace to the national safety would arise if by any mischance our magneto industry were allowed to languish, or if destructive attacks upon it were tolerated. We must have magnetos for our aerial craft and for all the motors of war, from cycles to tanks. To be dependent upon foreign supplies of magnetos for these engines of war would be as foolish as if we relied upon foreign supplies for any of the other essential munitions.

With the simpler requirements of war material supply, and more especially as regards articles which have only a war-time use, we can safely allow production to drop to a minimum in time of peace provided we keep a small section of the machinery going. But the matter is wholly different as regards the magneto. In the first place this instrument is a highly specialised production, calling for exceptional factory equipment, demanding skilled labour far above the average, and backed by unceasing technical research.

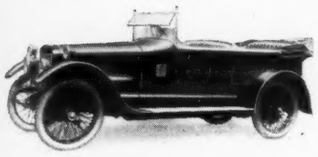
It took Germany many years to build up this industry so that a satisfactory apparatus could be produced, and during the war our best experts and engineers working literally night and day were occupied for over two years before their efforts were wholly successful.

At the present time there are some fifteen British firms, each competing with the other to make the British magneto even more reliable and efficient—each employing a staff of scientists whose energies and efforts are unremittingly directed towards the development and perfection of the magneto as *the* ignition apparatus for petrol engines. Between them these firms are making some two and a half millions of British magnetos per annum, of a total value of from fifteen to eighteen million pounds. It may be assumed that one half of this amount is being paid out in weekly wages to British workers.

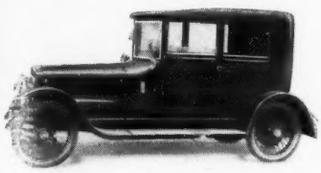
If the magneto industry were now allowed to die out, or if it were driven into an unhealthy condition, not only would the benefits of this yearly addition to our national wealth be lost, but, if a crisis arose in which great numbers of magnetos were required for national defence purposes, we would be in an even worse plight than in 1914. The process of recovery would be slow and the quality of the instruments would, of necessity, be below the new standard of other countries where progress had been maintained and fostered by the State without interruption.

The dangers that beset the British magneto industry now, and in the future, are numerous. It is well known that Germany is making a bold bid to regain her previous monopoly, and although our manufacturers have nothing to fear now in a technical comparison between British and German magnetos, or in a competitive test, they have much to fear if Germany is allowed free and unfettered access to our market. In the crucial matter of price the rate of exchange gives an advantage to the German which we cannot compete against. Furthermore, the German magneto industry through its long establishment and its highly developed trading methods, has an experience which our young industry has yet to gain.

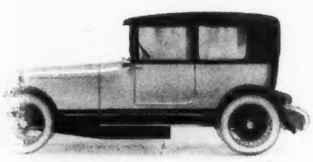




"CHARLESWORTH" Phæton



"GRASMERE" Coupe Cabriolet



"LICHFIELD" Coupé Saloon

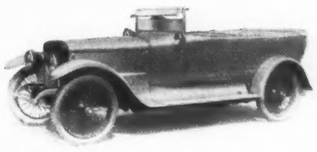
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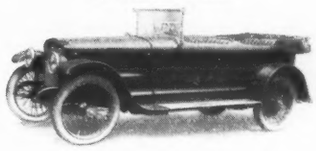
Daimler

"Light Thirty"

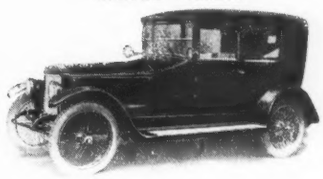
HAVING placed orders for the supply of bodies we can now give a delivery date for a complete Daimler "Light Thirty" Car, as shown in these illustrations.



"ARNOLD" Phaeton



"WESTOE" Phaeton



COLE Coupe Cabriolet

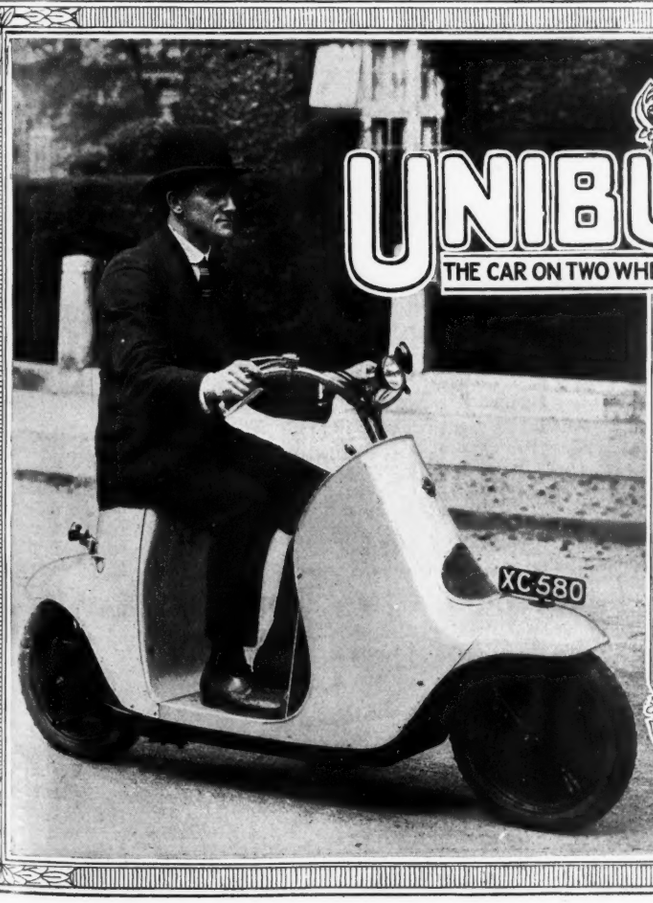
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The Daimler Company, Limited, Coventry

Telephone: 505 Coventry

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There is no vibration, no driving strain. You sit in the UNIBUS as comfortably as in a chair, and travel easily, smoothly and withal economically at any pace from 3 to 25 m.p.h.

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Telephone ———— Mayfair 3025-3026.

The Unibus is manufactured by the Gloucestershire Aircraft Co., Ltd., Sunningend Works, Cheltenham

In these circumstances it is essential that the Government should, without delay, declare the magneto a "key" product, and thus protect this vital industry of ours from even the first of the attacks which otherwise will be launched upon it. Given this degree of protection British magneto factories can keep going in meeting the normal demands of the motor and aircraft industries. Therefore we hope that the President of the Board of Trade's next Bill of this character will set our minds at rest in regard to the future of the British magneto industry.

THE IDEAL SMALL CAR.—I

By S. F. Edge.

AFTER using modern light cars for 90 per cent. of my motoring since early in 1916, and driving the various types I have owned some 70,000 miles in the past four to five years, I must admit that my ideal is not yet found, although there are several which give a most creditable road performance. Excepting for some small details, many of these fulfil all one's immediate requirements in the matter of a small, light car to carry two people and baggage regularly, three people without baggage comfortably, and four people at a pinch.

I can best indicate my ideal by stating my general requirements to-day. In the matter of the engine, I am prepared to be satisfied with four cylinders for 1921, because some of the modern four-cylindered motors are very good—incredibly so in relation to the "fours" of the days when I was fighting the battle of the six-cylindered motor, now a standard stock product of all firms who wish to be regarded as producing really high-class motor cars. But, having once tasted the charm of a small six-cylinder, I shall not, after this coming year, be satisfied with a four-cylindered engine for my own use, even on a small, light car.

Having specified a six-cylindered motor, let us look at its accessories. I shall want an electrical-lighting and engine-starting installation *mechanically* (by which I mean positively) *driven*. The belt-driven dynamo, well fitted, gives good service, but nothing like that of a gear-driven dynamo, installed as I visualise it for the Motor Show of 1921. The ignition must be by magneto, so located that I can inspect its contact-breaker and distributor without the aid of mirror or periscope, and can adjust the contact-breaker and clean the distributor, or renew the brushes, without contracting a cricl in the back.

The cooling fan should be eliminated, as it can be, by vaneing the flywheel. Fans are a potential source of noise and bother and their belt-drive is one of the most fruitful sources of trouble of a kind which should not be imposed upon present-day motorists.

One gallon of engine oil per 1,000 miles driven should be an ample allowance, as also should one gallon of petrol per 35 miles driven at ordinary touring speeds.

The electrical starter should be capable of getting the engine going even after it has stood all night in an unwarmed garage in the coldest of British wintry weather, and the lighting dynamo should generate so much current as to leave a useful reserve in the battery even when one is using all five lamps, so that one finishes a long run at night with the same reserve of current (for starting the engine next morning) as one had at the commencement of the run. At present many cars' dynamos generate only sufficient current to keep all five lamps really bright.

The carburettor must be free of all parts depending on suction, weights or springs for their operation. All movements of carburettor components should be mechanically effected by the direct action of the driver. I have found the Zenith carburettor about the nearest to my ideal, up to date, among those I have used. With a Zenith so fitted to the engine that the jets can be removed without dismantling it, one has a most accessible, reliable and satisfactory carburettor.

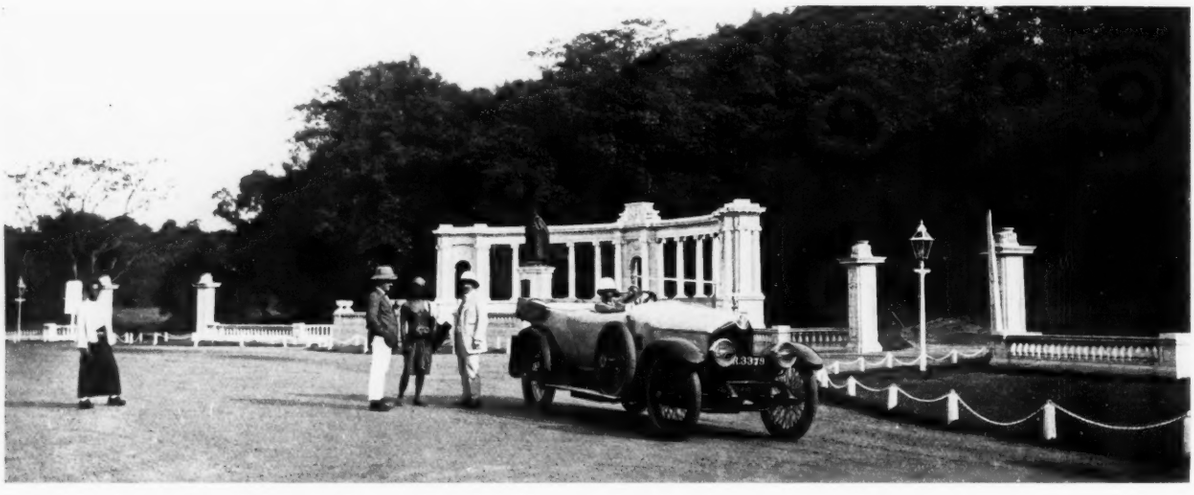
An oil-filler which will permit one to pour in a good quantity of oil *quickly* is absolutely essential. To have to spend a quarter of an hour on a cold morning pouring a quart of oil into one's crank-case may suit those who have time to kill, but busy people who experience a loss of fifteen minutes devoted to putting in fresh oil for a 250-mile run are apt to wish they could be introduced to the designer of the engine—*not* for the purpose of presenting him with a bouquet.

The oil-level indicator, too, must be large enough to be seen easily, or—if it is of the tap variety—so placed that one can operate it without lying on the ground or having recourse to a pit. It should be necessary to use a pit once a year, at most, on a twentieth century motor car.

I am open-minded on the matter of the valves, and their arrangement and operation. Any fitted by a firm of repute will be acceptable to me, because all types of valves and valve gears give good service to-day. The battle of the valves, lateral or overhead, mushroom or sleeve, is only just beginning. It is not likely to be won decisively by either school for many a day.

On the matter of petrol feed, either pressure or vacuum supply is excellent when well installed; but gravity feed is obviously much less costly, and if a gravity feed system is provided with the filters just as necessary with the other systems, and honestly put together, it is quite satisfactory. A fuel tank in the dash is apt to "drum" as it empties; but a gravity tank on the fore side of the dash, where the tank was so commonly fitted on the cars of twenty years ago, seems to "drum" much less than one built into the scuttle.

So far I have been amenable to circumstances, more or less. But on the point of suspension I am almost inclined to dogmatise. My own experience of small, light cars over some of the most trying roads in the kingdom, taken very largely at the maximum safe speed, teaches me that we have yet to find something better than a set of four quarter-elliptic or half-cantilever springs. Luxury of suspension and ease of lubrication are attained together. On one of the latest cars there are no spring bearings to oil at all, and if one uses spring gaiters filled with grease, the wear due to leaf friction is reduced to a minimum.



THE KING EDWARD MEMORIAL GATEWAY AND ENTRANCE TO THE ROYAL LAKES AT RANGOON.

In my ideal car the seats should be very low. In fact, a 12in. cushion on the floor boards gives a most comfortable seat for both driver and passenger, provided there is also plenty of leg room, so that people of varying stature can have equally free space to stretch their limbs by way of a change. But there must be ample room from the dash to the back-rest of the driving seat, or from the panelling behind the driving seat to the back-rest of the rear seat, whether this latter is "permanent" or of the folding emergency type.

Back-rests *must* be well upholstered and decently sprung if they are to be used on 250-mile runs on any car—no matter how big or little it may be.

The more or less stream-lined body into the rear of which is folded a comfortable dicky-seat for two, allowing space for all one's tools, etc., as well, is now very commonly provided. At the recent Olympia and White City Shows I noticed several so-called two-seaters which

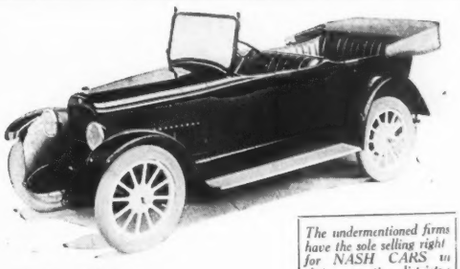


CROSSLEY PROGRAMME for 1921

AN illustrated Brochure outlining the Crossley Programme for 1921 has just been produced. As it contains particulars of the new 19 6 h.p. Crossley in addition to the famous 25/30 h.p. R.F.C. Model, it possesses exceptional interest.

A copy will be forwarded with pleasure to those interested on mention of "Country Life."

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Oil which breaks down under the intense heat of service, and whose body does not provide a proper seal for your piston rings, will not protect your engine from the costly wear that shortens its life and curtails its efficiency.

The present cost of tractors, spare parts and repairs, warrants the use of scientific lubrication as never before.

Correct Lubrication will give you maximum economy of operation. Correct Lubrication means the use of an oil that meets with scientific exactness the lubricating requirements of your tractor. The oil must be correct in body and high in quality to meet the test of service.

The grades of oil scientifically specified for your tractor are given in the Chart of Recommendations—shown here in abridged form—issued by the Vacuum Oil Company, Limited.

The complete Chart is included in our booklet, "Correct Lubrication for Farm Tractors." A copy will gladly be sent on request.

Chart of Recommendations for

FARM TRACTORS

EXPLANATION:
"A" means Gargoyle Mobiloil "A";
"B" means Gargoyle Mobiloil "B";
"BB" means Gargoyle Mobiloil "BB".

Name of Tractor.	1919.		1918.		1917.		1916.	
	Sum	Win	Sum	Win	Sum	Win	Sum	Win
Alldays	BB	BB	BB	BB	BB	BB	—	—
Austin	BB	A	BB	A	BB	A	—	—
Avery	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	—	—
Blackstone	BB	BB	—	—	—	—	—	—
Case	—	—	—	—	B	A	B	A
Clayton	BB	BB	—	—	—	—	—	—
Cleveland	BB	A	BB	A	—	—	—	—
Clydesdale	—	—	BB	A	BB	A	A	A
Crawley Agrimotor	BB	BB	BB	BB	BB	BB	—	—
Eros	BB	A	BB	A	—	—	—	—
Fiat	B	B	—	—	—	—	—	—
Fordson	A	A	A	A	—	—	—	—
Fowler	—	—	BB	A	BB	BB	—	—
Garner	BB	BB	BB	BB	BB	BB	—	—
Glasgow	B	BB	—	—	—	—	—	—
G.O.	BB	BB	—	—	—	—	—	—
Gray	BB	A	BB	A	BB	A	B	A
G.W.W.	—	—	BB	A	—	—	—	—
Holt Caterpillar (Model 45)	BB	A	BB	A	BB	A	BB	A
Kingsway	—	—	B	A	—	—	—	—
Mann (Steam)	Gargoyle Cylinder Oil 1.							
Martin	BB	BB	BB	BB	BB	BB	—	—
Mogul	BB	A	BB	A	BB	A	BB	A
Moline (Universal)	—	A	BB	A	BB	A	BB	A
Moseley (Illinois) Super Drive	B	A	B	A	A	A	—	—
Omnitractor	BB	BB	BB	BB	BB	BB	—	—
Overtime	—	—	BB	A	—	—	—	—
Petter-Maskell	BB	BB	BB	BB	BB	BB	—	—
Pick	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	B	A	B	A
Sandusky	BB	A	BB	A	BB	A	A	A
Saunderson	BB	BB	BB	BB	BB	BB	—	—
Suffolk Punch (Steam)	Gargoyle Valve Oil and Gargoyle Engine Oil Viscolite							
Titan	BB	A	BB	A	BB	A	BB	A
Victoria	BB	A	BB	A	—	—	—	—
Wallis Cub Junior	BB	A	BB	A	—	—	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	—	—
Whiting Bull	B	A	B	A	—	—	—	—
Wyles	BB	A	BB	A	BB	A	—	—

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would carry four people quite comfortably, and even the rear passengers much more comfortably than they could have ridden on even the biggest two-seaters' dicky-seats ten or fifteen years ago. I refer, of course, to the present "box-type" dicky, so arranged that the occupants are protected almost up to their shoulders. When the folding seat is unoccupied, the boot will accommodate two people's luggage inside. Nobody would carry bags outside, nowadays, who had any choice in the matter.

A spare can of fuel is best carried on a step, or running board. Painted to match the bodywork, its presence is scarcely noticeable, and it is handy when wanted. To have to unpack the boot and take out luggage and tools to get petrol to drive one's last two miles is very undesirable.

Naturally the petrol-filler will be so placed and of such a size that one can replenish one's tank comfortably, quickly and without a lot of waste. This might be taken as read, but that at the recent Show I could still find cars with petrol-fillers which suggested teaspoons, if not hypodermic syringes; and although a filler on the scuttle may be thought to spoil the smooth "run" of the scuttle, I would prefer to have it there rather than where my companion on the driving-seat would be exposed to petrol vapour or splashes each time I filled-up *en route*.

We can all appreciate the convenience of a four-speed gear-box, but I must say that, so far, I have found three forward speeds, with the lively, brisk engines we get nowadays, ample in this country. The fourth speed is not worth the extra twenty-five pounds (both of weight and money), which are its penalty, as a rule. As to lubrication, both gear-box and rear axle casing should be able to carry oil for 1,000 miles of running, and should have fillers which one can use without acrobatics or unseemly thoughts concerning designers. There are still filler-plugs, most conveniently used from a pit, on back axles, and gear-box fillers which seem to have been located on the principles of the good old game of "Hide and Seek," I might say, although the motor car ceased to be exclusively a means of amusement a good many years ago.

A small, light car's radiator is for just the same work as that of a large, heavy car, but it is not always proportionately efficient. I have had one or two bad experiences of cooling efficiency in the last year or so. This is intolerable. In my opinion the cooling of a car should be such that it can be driven on its lowest speed combination for a mile on end, without overheating. One seldom encounters such climbs in this country, with our capable modern engines, of course; but I *have* driven twenty-six miles on first speed on a 1920 car, by compulsion. The cooling of that car was the most efficient I have met—one of the few good things about it as it then was (speaking of a year ago). But on some powerful light cars I have driven recently the cooling has been so poor that I have used a gallon or more of water in fifty miles—almost as much water as petrol! This must not, because it *need* not, be.

Steering must be as "light," almost, as that of a bicycle . . . so light that one has merely to *think* one's course, instead of grinding the wheel laboriously round, and holding one's weight against the wayward tendency of the front wheels. It must also be free of backlash. This heaviness of steering and rapid development of backlash or "play" is one of the main failings of small, light cars, as generally equipped. One has only to drive most of them a couple of thousand miles to develop an amount of backlash which is most undesirable. The reason is plain. Good, light, effortless, true steering, with contact-surfaces which simply will not wear, costs more money than the total price of most small, light cars will permit. We must always remember that manufacturers like to make *some* profit on our cars, and until recently it has been almost impossible for them to give us a steering anything like as good as the rest of the car, in a vehicle of light car price. But at the Olympia Show I was pleased to see that there is now a steering-gear for light cars which is perfect in operation, practically everlasting from the point of wear (by which I mean permanently free from the backlash bugbear), and yet marketed at a price which makes its adoption practicable by all builders of decent grade small cars, if not even the cheapest of them. Manufacturers of high grade big cars, like the Rolls-Royce, Lanchester, Vauxhall, Napier, etc., give us good steering, but at great expense. Their steering-boxes contain some of the finest work on their cars, of a quality both of design and construction quite out of reach (economically speaking) of manufacturers of small, light cars. But the light cars exhibited at the 1921 Show must have better steering than those at this year's.

On the matter of ignition, I still favour the magneto. Failing that, if we have battery-and-coil ignition it must be quite independent of the lighting and starting battery, because to have a car in perfect condition except for a run-down battery, so that it cannot be moved even in daylight except down hill, is to have something which would try the patience and temper of the most philosophic of us. I know the merits of battery-and-coil ignition, and can appreciate the virtues of any auxiliary or stand-by ignition; but our magnetos are very trusty little machines latterly, and far less susceptible of derangement than are coils; and anything which lessens the amount of electrical wiring on a car is to be hailed with joy.

(To be continued.)

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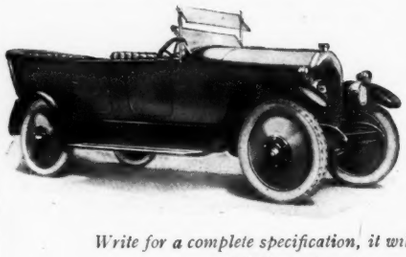
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St. James's 39



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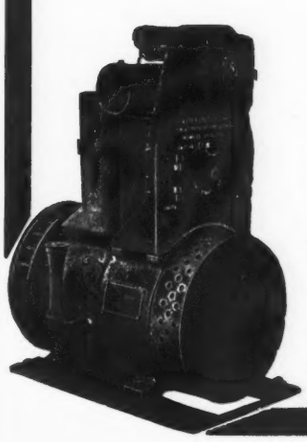
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TRACTORS AT SMITHFIELD

THIS year's Smithfield Show almost rivalled the best pre-war exhibition in respect of the exhibits of cattle, sheep, pigs and poultry. The implement side, too, has kept pace with the animal, and the display which closed yesterday was as fine a one of its kind as has been housed in the Agricultural Hall. There was one department of the machinery side which was hardly represented before the war and which now bids fair to excel in importance any of the others. I am referring, of course, to those exhibits of tractors which formed so prominent a feature of this year's show. In one corner of the main hall, that on the left just as you enter, there was a regular bunch of these machines to be seen. Right in the corner, and on the stand which has been for so many years, and still is, occupied by Howards, was the Peterbro'. Near to it, being actually separated from it, as a matter of fact, merely by the passage leading to the King Edward Hall, was the Garner, while on the other side of it were two International Harvester machines, the Titan and the International Junior. A short distance away were the Austin and Saunderson stands, each occupied by the standard tractor of the company concerned.

The Peterbro', of course, although shown at Howards' stand, is actually manufactured by Peter Brotherhood and Co., of Peterborough. That company, however, as well as Howards, are both members of Agricultural and General Engineers, Limited, which fact probably accounts for their union on the same stand. The machine itself will be best remembered by its performance in the recent trials, where, as is well known, it gained the second prize in the second class, which was for machines capable of pulling a three-furrow plough. It is chiefly remarkable for its engine, which is designed by Mr. Ricardo and is specially constructed as a paraffin-burning engine, whereas most four-cylinder tractor engines are merely petrol engines with a vapouriser attached. The machine shown, although, in general, the same as that which took part in the Lincoln Trials, has undergone several improvements in detail. Of these we may mention two. The draw-bar has been improved, being placed lower in the frame as well as being made more easily adjustable. The function of the accelerator pedal has been reversed. It is now a decelerator. This is an important alteration, having in mind the general conditions under which a tractor works when ploughing. The demand for power is continuous throughout the length of the field, and it is quite easy to set the hand control lever to such a position that the engine affords this power. It is not, however, called for at the headlands, and there, with the decelerator, the driver can reduce the throttle opening to that which is needed, releasing the pedal again on entering the furrow, when the valve will automatically open to the desired extent for ploughing.

The International Harvester Company, I understand, were nearly pushed out of the show altogether owing to some misunderstanding. That they were not is all to the general good, for their stand is of considerable educational value. Besides exhibiting one each of the Titan and International Junior tractors, they also show a quantity of spare parts laid out on a table, and particularly a portion of the crank-case of a "Junior," by the aid of which the lubrication system of that tractor can readily be understood. In addition, there is the cylinder block of the same machine laid out for exhibition and enabling visitors readily to understand how easily the cylinders and pistons could be cleaned of the carbon deposit which necessarily accumulates in the course of long periods of use.



THE G.O., A FRICTION-DRIVEN TRACTOR EXHIBITED AT THE SMITHFIELD SHOW.

On the Garner stand was just one example of that company's machine with a set of detachable and interchangeable skeleton rings, one of which carried spuds, the other Dunlop solid rubber tyres I understand that special arrangements are being made to demonstrate the efficiency of this machine for road haulage when equipped with these tyres. I hope to have more to say about this on a future occasion.

The Saunderson Company only showed a Universal, not the Junior. This machine is too well known to need much reference just now, but in looking it over for perhaps the hundredth time there is one point which did occur to me in regard to the winding drum, which is one of the special advantages which this tractor offers to users. It is probably not generally realised that, owing to the arrangement of gearing, etc., the pull which can be exerted by this tractor when using the drum is three times that which it can put forth at the draw-bar. This is an important consideration; among other things it means that, on a steep hill, where, even if the wheels could obtain a grip, the load behind the tractor was too big for it to haul, it would still be possible to pull it up the hill by running the tractor empty to the top and using the winding drum.

The Austin Company, as usual, make a brave show. I understand that these tractors are now issuing from the Northfield Factory in a constant stream, or, in other words, as peas from a pod, for they are as like to one another as that implies.

The G. O. tractor, if my memory does not play me false, makes its first bow to the Smithfield Show this year. This is a tractor which, by all accounts, is making good throughout this country. Moreover, as is bound to please the majority of my readers, its price has quite recently been very considerably reduced, by no less an amount, in fact, than £60—to £390. This is an extremely low figure for a machine of this class and of 32 h.p. Readers may remember that it is unique, at least in this country, as regards its transmission, which is by friction wheels from the engine to the final reduction gear to the back wheels. This form of transmission would appear to be an ideal one for a farm tractor, since not only does it eliminate risk of damage to gear wheels on account of ineffective handling, but it also considerably simplifies the control of the tractor, since there is no need for a clutch. The G. O., as the Lincoln Trials showed, is an undoubted three-furrow machine in all weathers and in all soils. There is no doubt that the knowledge of this fact, coupled with the recent reduction in price, accounted very considerably for the unusual amount of interest which was evinced in this machine throughout the show.



A GLASGOW TRACTOR SUB-SOILING.

On a stand opposite the G. O. was the British Wallis, proudly bearing its certificate as a winner of the gold medal at the recent trials. This machine has always been well favoured, even in former days when it was an American product. Now, as made and improved by one of the foremost and best known of British agricultural engineers—Ruston and Hornsby, Limited—it is sure to have an unprecedented sale. I am given to understand that an immense volume of business has been done in this machine since it received its recent award, and I should think that, during the past week, further considerable orders have been received for it.

Another tractor which is a product of a well known British agricultural engineer is the Martin. I see Mr. Martin this year has only thought it advisable to show the general purpose tractor and not the self-contained machine. The principal thing that strikes one on examining this machine is the maker's firm determination to produce something which is really capable of good work, whether on the land or on the road. He has surmounted the difficulty usually encountered in a general purpose machine—inasmuch as, if the rear axle is sprung it does not make a good field tractor, whereas, if it is not sprung, it is not a good road machine—by fitting the rear axle with coil springs which may be put out of action by tightening up a couple of bolts. This tractor is substantial in build and is fitted with a fairly powerful engine and a three-speed gear-box. The belt pulley may be driven through any of the three forward gears, or the reverse, which the box affords.

The B. M. T. who are showing the Glasgow tractor, again find themselves cut down to a minimum as regards space. There is just enough room to squeeze this tractor and a three-furrow self-lift Oliver plough on to the stand allotted to them. This tractor's important feature is the fact that all its three wheels are directly driven by the engine, and that it contains no differential. In the 1919 Lincoln trials the engineer reported that he found it impossible, during the draw bar tests, to skid the wheels of this machine. I have, within the last week, been present at an important demonstration of the capacity of the

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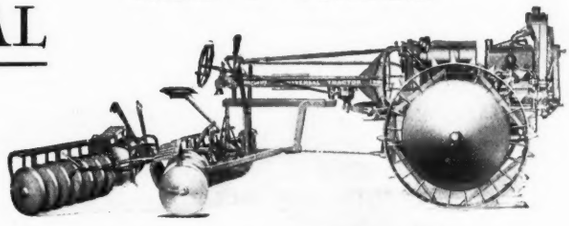
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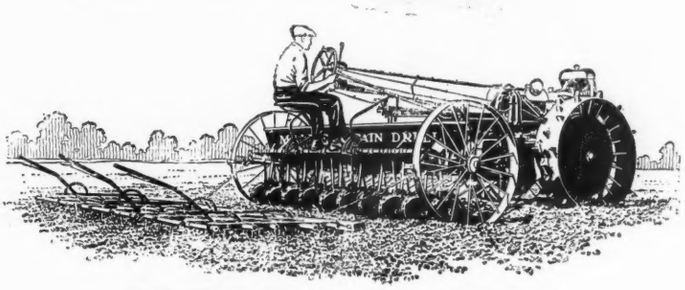
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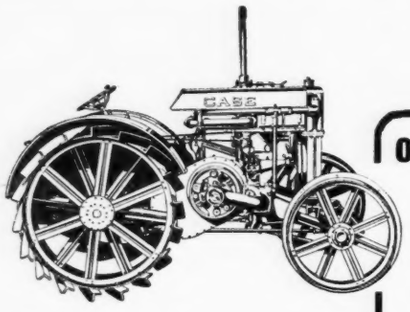
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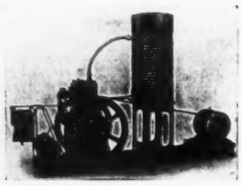
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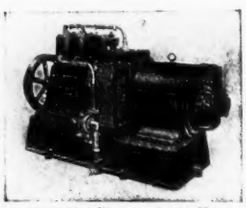
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Glasgow and to that I hope to make reference in an early issue. Both McLarens and Fowlers are showing the internal combustion engined ploughing sets with which they took part in the Lincoln trials. The former has on its stand, besides one of these sets, a light steam tractor, a four-furrow anti-balance plough and a substantial cultivator for use with the cable set.

Fowler's exhibits are as representative as may be at any exhibition of this kind. In actual fact this firm could really fill an exhibition themselves with the various classes of agricultural machinery which they manufacture. On their stand, which this year occupied its usual place close by the entrance to the Gilbey Hall, were a steam ploughing engine and an internal combustion engined cable set, both of which gained gold medals at the recent trials. The latter machine was provided with special supplementary rims to the rear wheels, fitted with deep wooden strakes so as to afford a better hold for the machine on soft ground, such as is sometimes encountered in the course of ploughing operations. Another exhibit on this stand was the Fowler self-contained motor plough. There was a light rubber-tyred Tiger steam tractor as well as some miscellaneous implements.

The Gilbey Hall covered more than its fair share of tractors. In it were discovered the Overtime, which is now, I notice, fitted with an arrangement whereby the alignment of the hitch and draw-bar may be corrected by the driver as the machine is at work. The mechanism for this consists of a hand lever mounted on a pivot at the rear of the tractor and to the off side. A coupling rod connects this lever to the draw-bar, a movement of the hand lever to right or left, causes a corresponding movement of the draw-bar itself. I should imagine that this little improvement would prove very useful in actual work.

The J. I. Case Company showed two machines, one of each model. The smaller one will be remembered as a gold medallist of the R.A.S.E. and the larger one, as all those who were present at the trials will admit, also behaved most creditably. These



A SAUNDERSON TRACTOR ON UNUSUAL BUSINESS, BUT BEARING AN APPROPRIATE MESSAGE.

machines have, I understand, been improved in detail since the trial, particularly as regards the strength of the wheels and the convenience of the control gear.

Another newcomer to Smithfield was also present in this portion of the Agricultural Hall, in the Twin City, which was exhibited on the stand of Fairbanks, Morse and Company, Limited. This is a powerful, three-furrow tractor of American manufacture and its outstanding feature is the arrangement of the engine valves, there being four to each cylinder, two induction and two exhaust, instead of only half that number, as is the standard practice in the majority of tractor engines.

Melchoir, Armstrong and Dessau, Limited, showed an Emerson tractor, as well as several implements, including the Osborn mower. Other new machines were the Service garden tractor, which was exhibited by the manufacturers, Price, Service and Company, Limited. This machine has already been described in these columns; that shown wss, however, an improved model, the mechanism being totally enclosed and altogether appeared to be an improvement on one which I saw last spring at work on the estate of a well known market gardener. A newcomer in this class of tractor is the Little Britain, and this, I hope to describe in detail at an early date.

I have nearly, in this article, overlooked the Hart-Parr, just as, when I visited the Exhibition, I nearly overlooked the tractor itself. It was situated in the King Edward Hall, the entrance to which one is apt to pass in going from one stand to another. The Hart-Parr is a newcomer to the Smithfield, but is built on old fashioned lines. The two-cylinder, slow-revolution engine drives through a two-speed and reverse gear-box to a final transmission, which consists of spur gears in engagement with internal toothed rims bolted to the rear road wheels.

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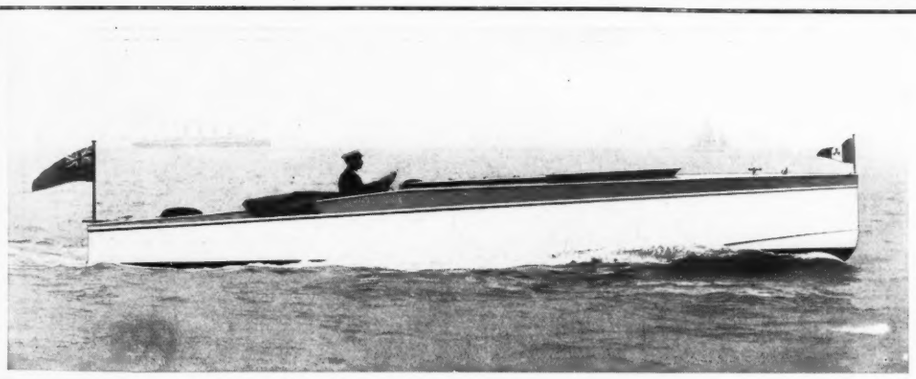
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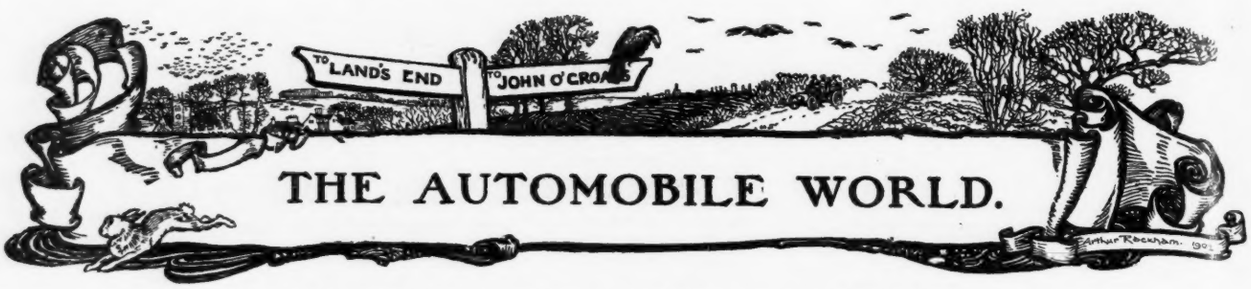
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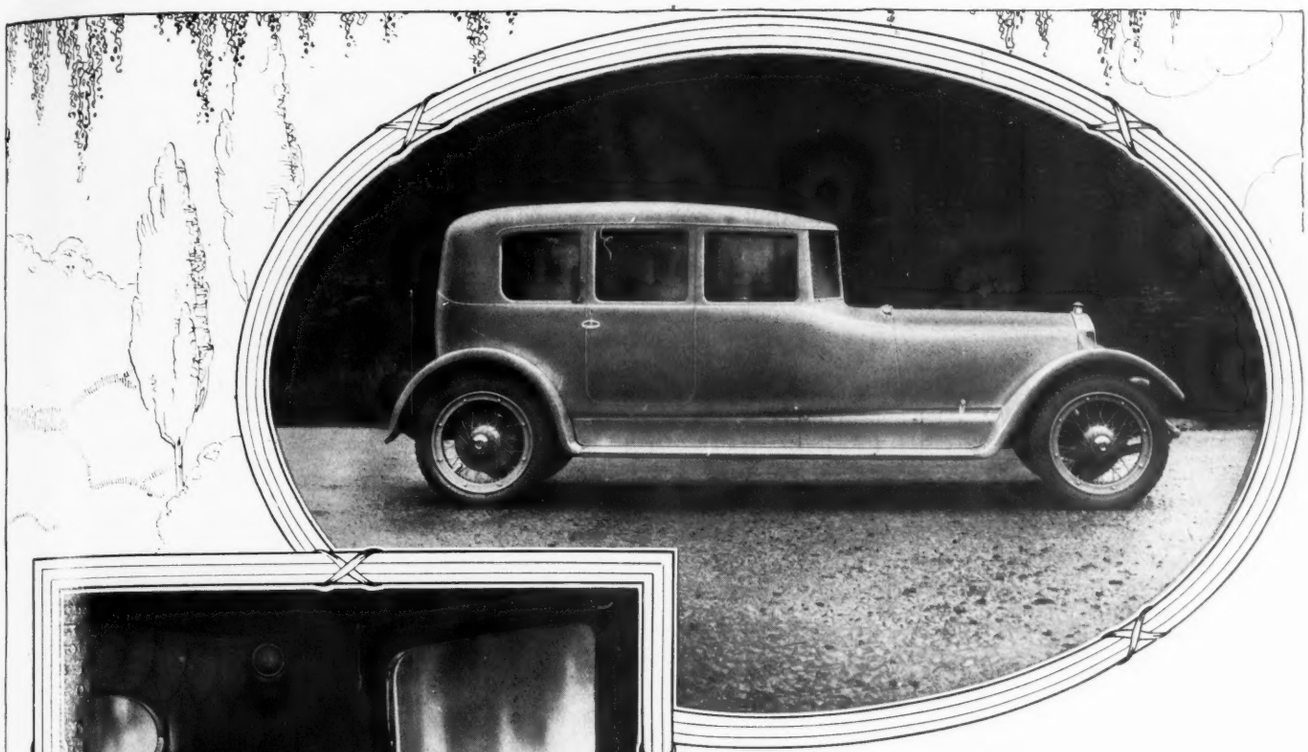
NEWS OF THE WEEK

THE ROADS BILL.

WITH the new Road Bill added to the Statute Book, motorists should at once apply to their nearest Money Order Post Office or to the Clerk of the Borough, City or County Council as their registration authority for the form prescribed to register their motor vehicles and pay the licence fees to use same on the roads. No delay in doing this is wise, as, although the new Act gives January 31st as the day on which every vehicle must be ticketed with its licence card, we are informed that the police will closely scrutinise all motor vehicles to see that they carry the licence cards on New Year's Day and onwards. As these cards have to be carried on the near side of the vehicle level with the driver, or on that side of the front windscreen, it is also wise to arrange with the motor dealer, or garage proprietor with whom motorists deal for their sundries or garage their cars, to provide them with a suitable waterproof case to carry same, otherwise they will have to paste it upon the windscreen or panels of their carriages, which is not legal. The annual licence card for a motor car to be used on the road for 1921 is blue in colour, and that for the first quarter of 1921 is yellow, and these cards will be issued by the registration authority in whose area the motor carriage is ordinarily kept. The holders to carry these cards must be provided by the owner of the vehicle licensed at his own expense. The fees to be paid at the rate of £1 per R.A.C. horse-power rating include both Inland Revenue (carriage) licence and the registration fee, so that the purchasers of new cars no longer will have to pay for their plate identification numbers after January 1st, as when an application is made for a licence for a new car the registration letters and figures will be issued at the same time and included in the fee. If a second-hand car is purchased after January 1st the registration number and letters allotted to this vehicle before that date will still be retained as if these had been allotted to the car under the new regulations. In regard to general identification numbers issued to the motor manufacturers and traders for testing and demonstrating their motor vehicles the charge is now to be £10 per (red) number in place of the former charge of £2 to £3 per annum for as many plates as they chose to ask their registration authority to allot to them; instead there is this tax per plate. Under this enormous increase we wish to warn our readers that they must not be surprised if such dealers charge in future for any demonstration runs, as the cost of each red number plate taken out by such traders is approximately equal to a sum of 2d. per mile run in such demonstration trials. Before leaving the subject of the new licence cards we wish to draw the attention of the motoring public to the fact that under the new regulations the card or its holder must be "in a conspicuous position, visible at all times by daylight to an observer standing at the near side of the vehicle." Therefore, if this licence card is mounted on single-fold hinged screens it is questionable whether this will be a legal position if the screen is placed at such angles as to render the card more or less illegible. In cases of small cars this form of screen is very common, and also on many of the U.S.A. imported cars as well, so that it is easy to foresee that the police may differ with car owners in regard to the licence card being mounted in a visible position, with the consequent appearance of the parties concerned in



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court. "If the licence is not fixed in the legal position, or if, being so fixed, it is in any way obscured or rendered, or allowed to become not easily distinguishable, the person driving the vehicle shall for each offence be liable on summary conviction to a penalty not exceeding £50. If, however, the person charged proves that he has taken all steps reasonably practical to prevent the licence card being obscured or rendered not easily distinguishable, he shall not be liable to be convicted."

We must leave our motor-owning readers to convince the Bench that they have taken all such steps should they at any time be summoned for such offence, but in our view the difference of opinion on the matter appears to be almost limitless, and the law requires some amendment to prevent constant friction between the police and the motoring public. Also we must remind the motor-owning world that as on the form that has to be filled up the particulars required include horse-power, seating capacity, class of vehicle, make, colour, tax paid, the registration number and mark (if any), whether the car is propelled by an internal combustion engine, if so, state name of maker, number of engine, number of cylinders, having single pistons or two pistons, they should get these particulars from the maker or agent they purchased their car from. If a quarterly licence is required add 1s. per £1 to the cost of the annual licence after dividing that sum into four, as the increase in cost is 20 per cent. Thus a 20 h.p. car bears an annual road licence fee of £20, but a quarterly licence for this carriage costs £5 plus 20s., namely, £6 per quarter.

THE IDEAL SMALL CAR.—II

By S. F. Edge.

INCIDENTALLY some very good cars have very bad, "cheap" wiring. There are very few cars so well "wired" that it will not pay one to strip down the standard wiring and replace it all with good, rubber-covered wire of one's own purchasing . . . what the garage people call "high-tension" wiring, because of the purpose for which it came into use. I am personally very lucky with electrical accessories on cars, but I have a friend who is the reverse, and he has often bemoaned the state of mind which will allow the manufacturer of a car selling for £500 to save half-a-crown on the difference between honest, efficient electrical wiring and cheap, poorly insulated rubbish.

Now to externals. I prefer a car painted one colour all over, and I like my lamps, horn, etc., "oxydised," or black-nickel-plated. The less there is to polish about a car, the better I like it. Dazzling brass and nickel are very pleasing when one has a man to keep them dazzling; but neglected bright-work is terrible in my eyes, and nowadays most of us are not looking for work for servants.

Any owner-driver, with a car such as my ideal, can, without effort or strain, average 25 miles per hour, hour after hour on end, on what we may call cross-country roads, and average 30 miles per hour on main roads, without having to use his brakes very often. That is one great delight of the small car; it gets going quickly, and if it is in good trim one has only to release the accelerator pedal to slow down. I use my brakes principally for locking the wheels of the car when at rest. I do not neglect them on that account, of course; they are always properly adjusted; and that reminds me that, of whatever type, and however operated, one's brakes may be, they simply *must* be adjustable without a lot of crawling, stooping and hand-soiling. There should be two, if not three, adjustments to each, one near the pedal (or lever), one in the connections, and another on the brakes themselves, so that one can, with reasonable luck, get through a whole year's motoring without having to re-line the frictional surfaces.

One's petrol consumption should, as I have said, average 35 miles per gallon, and one's tyre bill should be similarly light. On this point, it is possible now to buy tyres with a guaranteed mileage. I need hardly emphasise the importance of this, I presume, our tyres still being the most costly of our supplies? I find that steel-studded covers are not needed on small, light cars. That is a good thing, because, although steel studs were very useful when our bigger cars were not so well balanced as they now are, studs can be very poor friends when one has to pull up suddenly on a hard, smooth road surface, as most of us have found. Good tyres (preferably those which the makers are willing to guarantee for a stated mileage), given fair and reasonable use, and inflated to not too high a pressure, will do much to make our progress as pleasant as it should be, and cost no more than "just as good" tyres on the year's running. That is my experience.

Maintenance? Well, apart from washing, which will obviously depend upon the smartness of the user and the nature of his country, four hours per 1,000 miles is all the time I am prepared to give my ideal car, for adjustment, lubrication and replenishment of fuel, oil and water receptacles. Even washing time can be materially reduced by the simple expedient of leaving one's car outdoors during a good, busy shower of rain. As the rain, by making the roads muddy, made the car dirty, why not let it undo its own work? If this seems to suggest slackness or parsimony, let me say that I use my cars to make the most of my time, and nobody to-day employs more men or boys than he must. My experience, especially of country-house life, is that every additional man or boy about an estate is an additional source of potential trouble, and so I am afraid the rains of heaven have to do a lot of my car-washing.

I do not want to be accused of "propagandising," but if all motorists knew the charm of running, ease of control, wonderful average speed, remarkable economy of upkeep, and astounding handiness or "nippiness" in close quarters of a decent light, small car, everybody would have one at least—to use for work on which it is really extravagant and unwise to use bigger, costlier-run cars.

As may be known, I have habitually used some of the biggest and most powerful cars ever used in Europe, when I was selling them. I can still revel in a run on a big, fast, mile-devouring machine; but what surprises me afresh every time I make a long run on one of my voiturettes (a most expressive name for them, this French word) is the pleasure of *not* being responsible for something weighing from 25cwts. to 50cwts., and the satisfaction of finding that my average pace over a 200-mile to 400-mile run is not very much lower—not nearly *proportionately* lower, when one considers the cost of running of the two types.

Nobody loves a big, powerful six-cylindered car more than I do. A run through to the really Sunny South on a 1921 big "six" is one of the treats I have promised myself right through the war and after-war period. For its own job, the big, powerful and yet really luxurious car is untouchable. But the fascination of the really good, lively and yet thoroughly comfortable voiturette has gripped me very thoroughly in the past four or five years, and I am prepared to find that when I get my ideal small car with a competent six-cylindered motor to propel it, the biggest, most powerful, most luxurious of big six-cylindered sports models may tempt me in vain.



OLD AND NEW.

A house dating from the early fifteenth century, by the lych gate of Cobham Church, and the latest newcomer from America, the six-cylinder Noma.

The Size of Tyre Valves.

QUITE a lot has been said and done recently on the standardisation of the sizes of the multitudinous components of a car. Not by any means the least in importance is the standardisation of tyre sizes, and this question has now been satisfactorily dealt with by the British manufacturers. To-day it is quite possible to buy a tyre of the same size as one that has been removed from a certain rim and to find that the new purchase can be got on to the rim with the greatest of ease.

Just now, however, we are more concerned with the standardisation of one item of the tyre rather than that of the

"Lagonda"

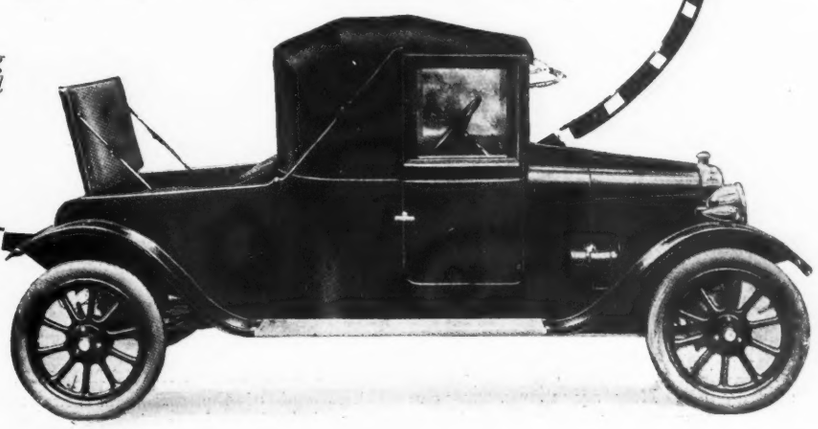
11 H.P.

PRICE
£495
Complete with Electric Self-Starter, Lighting Horn, Spare Wheel and Tyre and Tools.

THE
11 H.P. LAGONDA COUPÉ
(with double dickey seat)

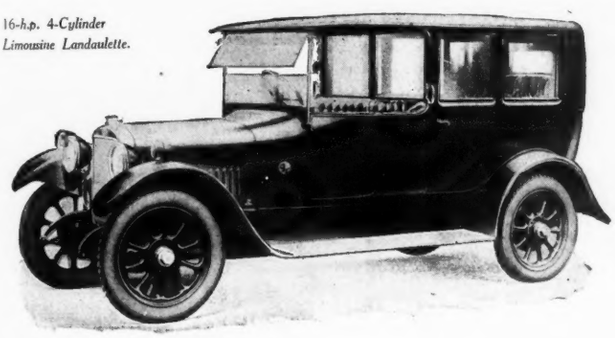
will especially appeal to the Sportsman, not entirely because of its workmanlike and, at the same time, elegant appearance, but also on account of the care which has been taken to provide plenty of space for carrying luggage and equipment. The capacious locker at the rear of the car affords ample accommodation under cover and lock and key for such items as guns, golf clubs, etc., which it is essential to carry in a safe and weatherproof place, whilst heavy luggage may be strapped on to the aluminium platform on the top of this locker.

A Four-Seater Touring Model is also supplied at the same price.



Particulars from
LAGONDA LIMITED
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16-h.p. 4-Cylinder Limousine Landaulette.



THE SUPREME
SUNBEAM

The Virtues of Sunbeam Cars

No. 3

RELIABILITY

This has always been an outstanding feature of Sunbeam Cars, and from all parts of the world comes convincing testimony to the marvellous powers of endurance exhibited by them. During the war they were unsurpassed.

Send for illustrated booklet, "The Greatest Reliability Trial," free on request

GAILLON HILL CLIMB

At this annual event, at which all the best Continental cars are entered, the Sunbeam this year beat all records, climbing the hill, a gradient of 1 in 10, at 109 miles per hour.

SUNBEAM - COATALEN AIRCRAFT ENGINES

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON
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Southern Service and Repair Depot:— Edgware Road, Cricklewood, London, N.W. 2
Telephone: Willesden 3070. Telegrams: "Sunoserv, Crickle, London."
London and District Agents for Cars: - J. Keele, Ltd., 72, New Bond Street, W.1

tyre as a whole. We refer to the valves. Has anyone who has attempted to fit more than one tyre to a rim, or even when replacing a tube after a puncture, failed to encounter serious trouble in getting the valve back into place? The crux of the whole matter seems to lie in the construction of valves much longer than is necessary and especially does this error have evil effects on the user of a small car, naturally fitted with small tyres. A tyre valve needs to be of sufficient length to project through the rim after its metal seating has bedded down on to the beads sufficiently far to enable one to screw on to it a rubber and metal washer and a holding down nut and then to insert the body of the valve, *i.e.*, the air retaining portion. Any length additional to this is, as far as we can see, of no value. Admittedly the valve has to be longer than is actually necessary to take its holding down nut and its body, because it has to be pushed up into the tyre when the beads of the latter are being persuaded into the incurved edges of the rim. Nevertheless valves are made much longer than is necessary to satisfy these requirements, and trouble ensues which is even worse than that which would be encountered if the valve were too short. An unduly long valve cannot be entered into the hole in the rim because the flexibility of the cover does not allow of the operator's fingers working inside it as freely as they need, and, consequently, what on paper can be made to appear a very simple operation is in practice one of the most annoying and painful penalties accompanying the lot of motorists. We have heard it put forward as a fallacious argument in favour of the long valve stem, that the length is necessary to secure sufficient grip for the holding down bolts in those cases—in the majority of the cases—where the valve does duty as a security bolt. How any manufacturer can put forward such an argument in all seriousness passes our comprehension. The sparking plug manufacturer might as well give a couple of inches terminal to his plugs in order that the high tension wire from the magneto would have a larger bearing surface. The one is no more absurd than the other.

And then there is the further annoyance arising from this employment of unduly long valves, although relatively it is but a very minor one. When one has a puncture on the road and one's spare wheel is already in use, so that there is no alternative but the repair of the last offending tyre, one is always in a hurry. Did ever tyre trouble occur when one had the whole day at one's disposal in which to handle it at leisure? Unscrewing a valve cap from these unduly long valves may not be difficult; it may not be absolutely lengthy, but it is undeniably tedious, annoying and tiring to one's fingers. If any tyre manufacturers have any comments to offer in justification of the long valve, we shall be very interested to hear them and shall be only too glad to give their defence the publicity it deserves.

But in conclusion, we would ask them not to urge as defence that the long valve is made a necessity by the increasing use of the detachable rim. When a long valve is necessary, as it may be in this instance, there is no criticism to be offered against it, for the detachable rim, generally accompanied by the straight sided or wired on tyre, removes the difficulty that is mainly in our mind; but to the best of our knowledge there is no small car on the market employing detachable rims as standard, and it is with small cars and their tyres that we are now most concerned, although we will repeat that the remarks apply with hardly less point to big cars not fitted with detachable rims.

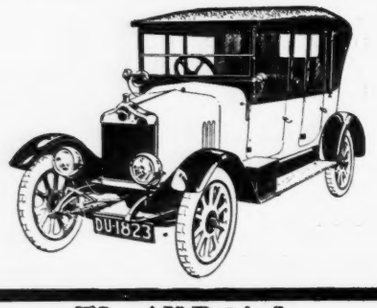
HILL CLIMBING EXTRAORDINARY.

THE end of the season is always a period of notable activity on Brooklands track, and this year has seen special attention devoted to the test hill records. A 30–98 h.p. Vauxhall set the ball rolling by breaking the record that had held good from pre-war days. The Vauxhall effort was followed by one by Captain Frazer Nash on his G.N. racer, and in turn the record was taken from the G.N. by the six-cylinder Straker Squire driven by Mr. H. K. Moir. Now Captain Nash has recaptured the record, his time for the ascent from a standing start being 9.37secs., which is an improvement of .08secs. on the Straker Squire time. This gives an average speed for the 117 odd yards of an average 1 in 5 gradient of 25.63 m.p.h., the full significance of which can only be appreciated by the actual sight of one of these spectacular climbs of the hill.

The speed is, of course, the average speed from start to finish, and as the start is from a standstill at the bottom of the hill, it is obvious that the acceleration powers of the car that achieves a record are extraordinary. The hill starts with a gradient of 1 in 8 and, after a stretch of 1 in 5, terminates with a 50yds. pitch of 1 in 4. At the top of the hill the G.N. was doing a speed of over 43 m.p.h., which means that on cresting the brow the car leapt clean into the air. Besides the skill required for the mere driving of the car up the hill, not a little is necessitated by the need for an almost immediate stop after the crest. There is only about 50yds. available in which the car must be brought down to walking pace, and this layout of the top of the hill sets a definite limit on the maximum speed at which it will ever be climbed.

Not without interest in connection with these impressive figures are the results of some acceleration tests recently conducted by the Junior Car Club in its general efficiency trial of standard small cars. In this test competitors had to start from a standstill and travel 100yds.

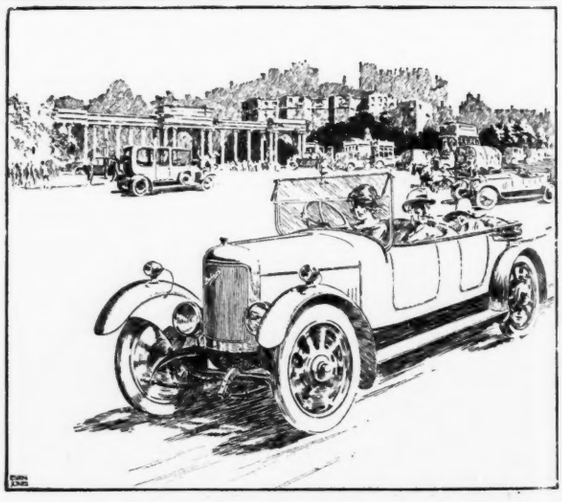
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Roomy & Comfortable
Light · in
Petrol Consumption
and · Tyre · Wear



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Godbolds.



The Opinions of Users.—4.

"The engine seems to be much more powerful than one would anticipate from the cylinder dimensions."—A Dundee owner.

"In the last two days I have driven her over 150 miles and no car of twice her power could have gone better or taken less driving."—From a Sheffield user.

"I am particularly pleased with the strong, even pulling at low speeds on top gear."—A Leeds testimony.

(The above are extracts from letters expressing appreciation of the new Belsize Cars.)

Illustrated Catalogue No. 330, with Specifications, Illustrations and prices, free on request.

The Belsize 15 Four-Seater

BELSIZE MOTORS, Ltd. : Clayton : MANCHESTER
London: The Belsize London Agency, Ltd., 2-3 Duke St., St. James's, S.W.1.
Address for repairs and spare parts for London District—33 Augustus St., Cumberland Market, N.W.1.

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MOTOR CARRIAGES FOR 1920

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ASK your agent for particulars of the bodies we are supplying on the Daimler "Light Thirty" chassis. These are touring, coupé and saloon types built by the Daimler Company and other leading coachbuilders.

Please state your requirements and full particulars will be forwarded.

The Daimler Company Limited

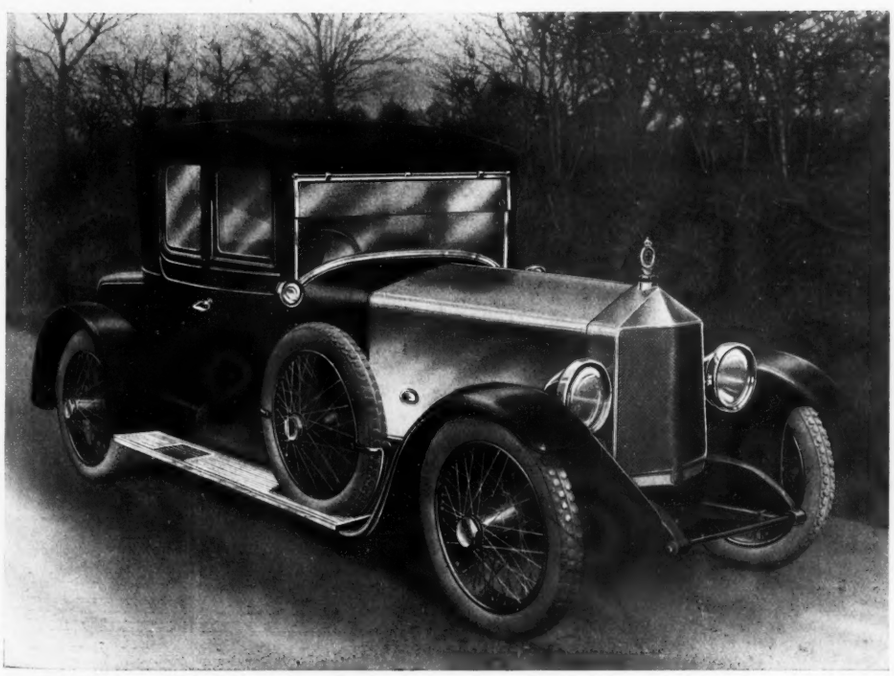
Coventry

THE "GUY" 20 H.P. 8-CYL. ALL-BRITISH CAR

THE ONLY CAR that is AUTOMATICALLY LUBRICATED

Flexibility, silence and comfort are the three great "GUY" Features . . . . One can travel on top gear at three or four m.p.h. without any hunting or jerkiness, and banging down the Throttle almost spins the speedometer needle round to 30 or 40. Sixty m.p.h. is well within the capacity of the car.

Vide *Motor Owner*, December, 1920.



POINTS WORTH KNOWING

IN addition to the great advantage of automatic lubrication the "Guy Eight" is a thoroughly accessible and well designed car. For instance, there is absolutely no need whatever to crawl under the vehicle for any adjustment, and its excellent suspension renders distortion, due to varying stresses or strains, impossible.

Further, there is no fear of being stranded on the open road for the want of petrol, as the "Guy" carries a reserve supply of 2 gallons in an auxiliary tank, which can be brought into use by merely turning the lever attached and enable you to proceed and obtain fresh supplies.

Write to-day for particulars of this most modern Car.

Guy Motors LIMITED WOLVERHAMPTON

Also makers of the "GUY" 2/2½-ton Commercial Vehicle.

BRIEF NOTES ON SOME 1921 CARS

GREGOIRE CARS. THE Gregoire chassis has an engine that, if judged from its nominal horse power rating, is unusually efficient. The four cylinders have a bore and stroke of 75mm. by 130mm., and while the Treasury rating is 13.9 h.p., the makers' rating is 15–50 h.p. The valves are situated overhead. Carburation is by a two-jet carburettor, and ignition lighting and starting is on the Delco system. The clutch is of the leather cone type, and the gear-box gives four speeds and reverse. Springing is by semi-elliptics all round, and the wheels are Rudge-Whitworth detachable for 820mm. by 120mm. tyres, final drive to the back axle being by double helical gears. The chassis is designed to carry high-class coachwork with a 4–5 seater standard touring body, also with a coupé limousine body. There is also a second Gregoire model, this having a 35 h.p. six-cylinder motor suitable to carry a cabriolet body.

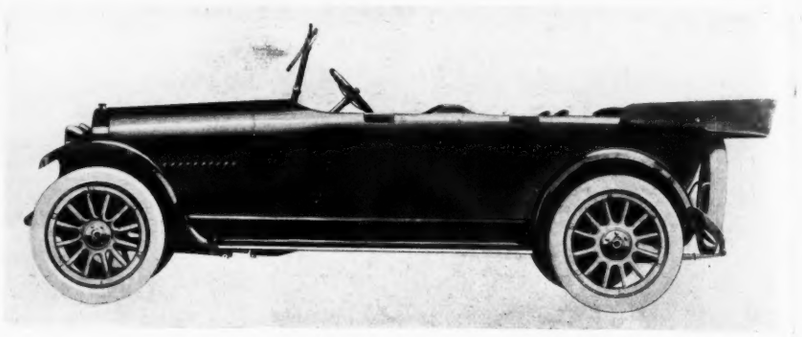
NASH AND BUGATTI. TWO cars, both of foreign origin, are handled in this country by Messrs. Jarrott and Letts, Limited, the first an American known as the Nash, and the second an Alsatian car, the Bugatti.

The Nash is a six-cylinder rated at 25 h.p., having accumulator and coil ignition on the Wagner system, a single dry disc clutch, three forward speeds and reverse, and Wagner electric lighting and starting. The wood artillery wheels are for 33in. by 4in. tyres, and are fitted with Warland detachable rims. The cars are built in two forms, the standard touring model and the sporting model.

The Bugatti has earned for itself a reputation of having the most efficient four-cylinder engine of any car of its size having four valves per cylinder. The bore and stroke of 68mm. by 100mm., giving an R.A.C. rating of 11.9 h.p., are, of course, of quite popular size, but the power output of the Bugatti engine is much more than normal, and it has been said that not a little of the high performance obtained from British light cars has been due to a desire on the part of their designers to emulate the Bugatti.

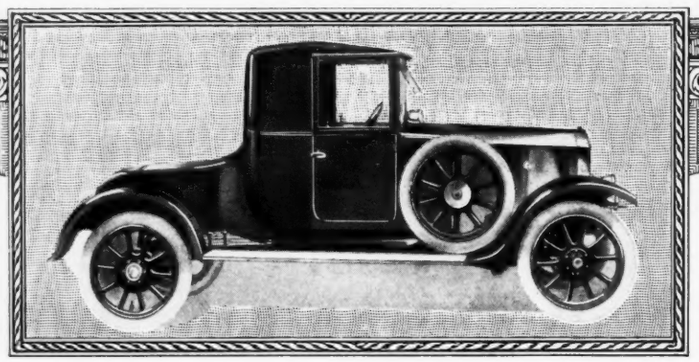
The clutch is of the multiple disc type; the gear-box gives four forward speeds and reverse, the Rudge-Whitworth detachable wire wheels being for 710mm. by 90mm. tyres. Electric equipment, which does not include starter, is by Rotax.

THE SINGER THE Singer 10 h.p. light car has undergone no notable changes and is made in the phaeton, sporting and coupé types. The engine is a four-cylinder with the cylinders cast in pairs and having a bore and stroke of 63mm. by 88mm. The clutch is of the leather-faced cone type, and the gear-box, which gives three speeds and reverse and the changes in which are operated by dog clutches, is situated on the back axle. Both hand and foot brakes operate on the rear wheels, and the wheel size is for 700mm. by 80mm. tyres.



THE SIX-CYLINDER NASH SEVEN-SEATER TOURING CAR.

THE UNIC. THE Unic chassis, rated at 15.9 h.p., has a four-cylinder engine with a bore and stroke of 80mm. by 130mm., S.E.V. high tension magneto and Unic carburettor. The clutch is of the leather cone type; the gear-box gives four forward speeds and reverse, and final drive is by spiral bevel, the electric equipment being S.E.V. The wheels are R.A.F. detachable for 820mm. by 120mm. tyres. Unics are provided with open touring body, three-quarter landaulet or coupé, according to the requirements of their owners.



Here are more Albert Owners' Opinions

H. G. D. writes:— *10th October, 1920*

"I am pleased with the car, she pulls well, and the engine is very flexible, enables one to drive with due consideration to other road users, and without risk to oneself. Springing is good too, and she holds the road well and is very comfortable.

The design of the body is, in my opinion, better than any of its rivals, and have to see the light car I should prefer in its place."

J. W. W. writes:— *23rd October, 1920*

"I noticed your advertisement last evening in the 'Daily Mail,' and I can endorse everything you have said about the Albert Service. Your treatment is the essence of courtesy, and you spare no effort to satisfy the owner of an Albert Car from every standpoint, and I much appreciate the good treatment already meted out to me."

IMMEDIATE DELIVERY

We are pleased to announce that we are now able to give Immediate Delivery of Two-Seater, Four-Seater and Coupé Models, also our standard Chassis.

The Albert

The 11.9 h.p. Albert is manufactured by Gwynne's Engineering Company, Limited, of Chiswick, Hammersmith, and Vauxhall, London.

Write for the book of the ALBERT CAR and the ALBERT SERVICE

Sole Concessionnaires: THE SERVICE MOTOR CO., LTD, "SERVICE HOUSE," Dept. B, 94, Gt. Portland St., London, W.1

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Telegrams: "Scrautoco, Phone, London."

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BELDAM ALL BRITISH TYRES

DON'T let snow and ice keep you from using your car.

Use Beldam Rubber and Steel Combination Tyres.

They grip on any surface.

The Beldam Tyre Co. (1920) Ltd., Brentford, M'sex.

For GRIP and LONG MILEAGE

WHAT IS THE BEST CAR OF THE YEAR?

In a review of the Olympia Motor Show exhibits which appeared on November 4th, Mr. W. H. Berry, who is the Motoring Editor of the *Daily Dispatch*, Editor of *The Car*, and Motoring Editor of the *Evening Standard*, wrote as follows :

My notebook for 1920 contains test-run impressions of nearly one hundred cars, some considerable percentage of which have been recorded from time to time in the *Daily Dispatch*, and I have been regarding my records most carefully in order to answer that ever-recurring question : " What is the best Car ? "

For the average British owner, probably the most popular car of all is the medium-weight, medium-powered chassis, which sells at a moderate price, in which every farthing of unnecessary running cost has been eliminated, and which is so built that it will go on running for tens of thousands of miles without involving the owner in repair expenses. Within these limits it thus becomes possible to say that the best all-round car for the average owner has a four-cylindered engine of about 12-16 h.p., with a sound suspension system, and a transmission which, without being unorthodox in any way, has marks of individual genius that lift it above the other cars in its class. I know of no six-cylinder chassis with a sufficiently low fuel consumption to make it a universally popular car.

A PERSONAL OPINION.

Taking everything into consideration, bearing in mind the factory behind the car, together with the service and other facilities offered, and the design and material used, I have no hesitation in casting my vote for the 16 h.p. four-cylinder Talbot-Darracq. One does not arrive at a decision of this importance lightly, and if there were any doubt in my mind as to which car was entitled to the honour, I should avoid the question altogether.

After the most exhaustive examination into the relative " value-for-money " of the numerous cars exhibited at this year's Olympia motor show, in my considered judgment the 1921 model of the 16 h.p. Talbot-Darracq is in every respect the car as representing " value for money."

The price at which the chassis is now sold—£650—is the greatest proof that it would only be possible to build such a chassis at such a price in a factory having the advantage of the most perfect modern equipment, and producing in numbers sufficient to bring the cost down to such a reasonable figure.

The reasons in favour of the Talbot-Darracq can be given simply enough.

During the War, the French Government used thousands of these engines in the most trying and strenuous work, and they proved to be perfectly satisfactory in every respect. After practically eight years of the most trying service the only improvements possible touch on lubrication details and increased efficiency with reduced weight.

SHEER VALUE.

One notes here and there the individual marks of genius that make all the difference between ordinary good work and excellence. The four-speed gear-box also remains practically unaltered, its chief features being generous bearings, sturdy shafts, and scientifically contoured teeth.

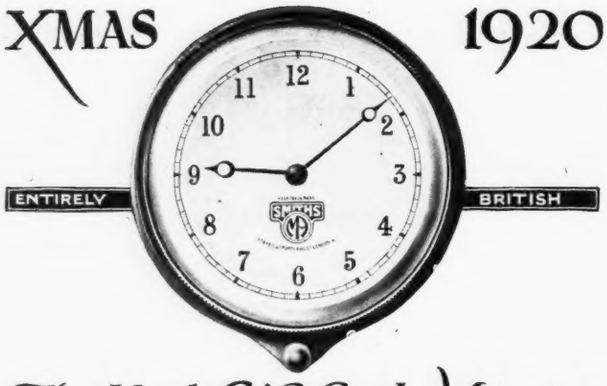
In front the springs are of the semi-elliptic type, but a big improvement has been made by fitting big cantilever-type springs to take the weight at the back. Good springing means reduced wear and tear, as I suppose the Darracq Company found out with the thousands of cars they have had at work for years on the rough war-bitten French roads. The petrol tank is now housed at the back of the chassis, the feed being on the vacuum system, a spare wheel and tyre are included with the standard equipment, while a complete C. A. Vandervell electric lighting set with five lamps, switchboards, dynamo and accumulators, and a positive gear-drive, C.A.V. engine starter, complete the electric lay-out.

This improved chassis on sheer value stands so far ahead of all others in its class that its success of 1920 should be doubled and rather more in 1921.

With so much pessimism about in regard to the motor trade generally it is certainly gratifying to find that one of the most financially successful concerns in the motor industry is able to place a high-class engineering job as is represented by the 16 h.p. Talbot-Darracq on the market at such a reasonable price, and I am not in the least surprised to hear that the entire output for 1921 has been contracted for already by the English agents. This 16 h.p. Talbot-Darracq is good enough for a millionaire, and economical enough for a poor man.

TALBOT-DARRACQ
150, NEW BOND STREET,
LONDON, W. 1.

XMAS 1920



The Ideal Gift for the Motorist.

SMITH'S
BEZEL WIND CLOCK

No key required—by simply rotating the bezel on the outer edge of the clock, it can be wound up in a few seconds. Fitted with a high-class eight-day English Lever movement. Every clock guaranteed—any clock failing from any cause exchanged free per return. Brass, black or nickel finish—flush or bracket fitting

Price **£5 5 0** each

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179-185. GT. PORTLAND STREET, LONDON, W. 1
Branches at Birmingham, Manchester, Glasgow and Belfast
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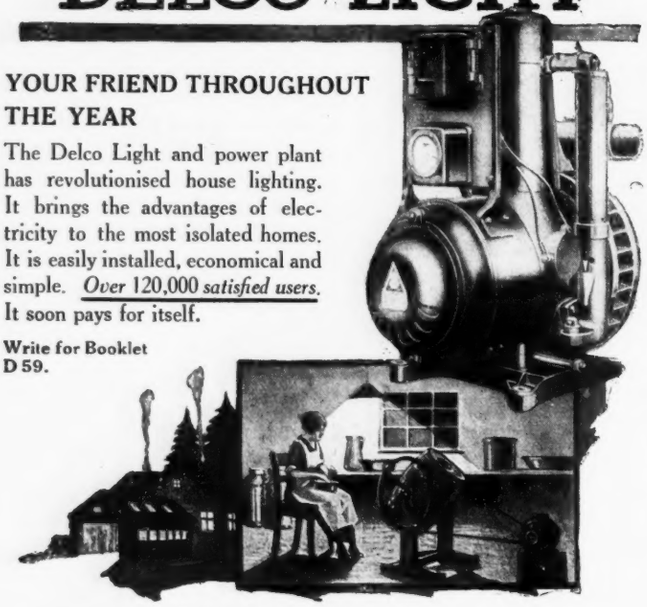
FITTED AS STANDARD EQUIPMENT ON ALL LEADING BRITISH CARS

DELCO LIGHT

YOUR FRIEND THROUGHOUT THE YEAR

The Delco Light and power plant has revolutionised house lighting. It brings the advantages of electricity to the most isolated homes. It is easily installed, economical and simple. *Over* 120,000 *satisfied users.* It soon pays for itself.

Write for Booklet D 59.





F. S. BENNETT, Ltd., Sole Concessionaires,
24-27, Orchard St. Oxford St., London, W.1 Facing Selfridge's West front.
Telephone: Mayfair 5141. Telegrams: "Efisben, Baker, London."

A CREDITABLE PERFORMANCE

WHEN, a little over a week ago, Mr. Garner told me that he was going to attempt a non-stop run from Birmingham to London with a Garner agricultural tractor pulling a full-sized threshing machine, and asked me, as an independent observer, to watch the performance, I willingly consented. The result surpassed my expectations.

Everyone knows that the crucial factor as regards the adaptability of a general purpose tractor to all the varied uses to which it may reasonably be put, on or about a farm, is its capacity to haul a full-sized threshing drum either from stack to stack or from the farm to the stack. Generally, it has been thought, the necessity for this capability on the part of the tractor has limited the strict application of the term "General Purpose Machine" to those which weigh upwards of 2 tons, and even then, the statement that they would haul a full-sized thresher, has invariably been received with a certain amount of scepticism. The performance of the Garner, which weighs 34cwt., in hauling a full-sized threshing machine weighing 4 tons 2¼cwt. over a distance of 108½ miles on a road which includes a considerable number of steep hills, is correspondingly important in this regard.

A start was made from Birmingham at two o'clock on Wednesday, the 8th inst. The weather was fine, but the roads, owing to conditions which had obtained during the previous few days, were only in fair condition, being generally covered with a thin coating of grease or mud. A schedule for the journey had been mapped out beforehand on a basis of an average travelling speed of four and a half miles per hour. It was realised that stops of the vehicle itself would be necessary in order to replenish the fuel tank occasionally, apart from traffic delays. Meal-times were not allowed for, but actually there were two short stops on this account also. They were made to coincide with those for replenishment of the paraffin tank, but throughout the whole twenty-four hours and five minutes occupied by the journey, as well as for a few minutes before starting and after reaching the destination, the engine was never stopped at all. So far as the power unit was concerned, the journey was an absolute non-stop.



THE ARRIVAL OF THE TRACTOR AND THRESHER AT THE AGRICULTURAL HALL, ISLINGTON, 4MINS. AHEAD OF SCHEDULE TIME.

Throughout the whole journey it was only once thought to be necessary to use the second speed, the rest was performed on top gear. The decision to use the lower gear ratio was come to prior to reaching the hill, that at Meriden, near Coventry, on account of its reputation. My own belief is that the change was unnecessary. It is, at least, a fact that the actual gradient of Meriden Hill is considerably less than some of the other inclines which were encountered.

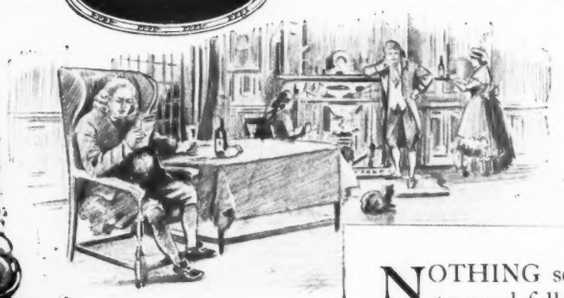
This test most definitely confirms opinions which I have held as the result of the two haulage tests held during the Lincoln Trials of last year and this. The one thing that determines whether a tractor can haul a thresher is not the power of the engine with which the tractor is fitted. It is not even the weight, it is the actual tractive adhesion between the wheels of the tractor and the surface of the road. The rubber tyre gives adhesion as no other, apparently, does.

This brings me to my final point, a reference to the Garner rims which, by making continuous solid rubber tyres easily practicable for any type of tractor, contributed very materially to the success of this little venture. I may just briefly point out that, on the agricultural tractor, either the rubber tyres or any of the various types of spuds which may be required are fitted on to light skeleton false rims. These are in three or four pieces, they slip on to the main wheel of the rim and are fastened in place each by three locking bolts which, as they are tightened up, automatically wedge the false rims into tight contact with the real rims. The bolts are so devised that they cannot come apart from the rims nor can the nuts be entirely removed from the bolts. There is, therefore, no risk of loss or displacement. A complete set of false rims can be removed and a fresh set put on in a quarter of an hour.

CULTOR.

JOHNSON





Makers of History:

DR. SAMUEL JOHNSON. 1709—1784. A distinguished writer, lexicographer, and conversationalist. Famed for his reports of the Parliamentary debates as "Debates in the Senate of Lilliput"; his "Vanity of Human Wishes," and his bi-weekly journal "The Rambler." His famous dictionary published in 1755, and "Rasselas" in 1759, led to a Government pension of £300. Boswell's monumental biography has caused the great and rugged figure of the Doctor to attain a unique distinction in the world of letters.

NOTHING so conduces to good fellowship and fraternity as "RED TAPE" WHISKY. It agrees with everyone and helps everyone to agree with others.

"Red Tape" (TRADE MARK) *The* Whisky

is the most agreeable spirit in the world, and, because of this, is too scarce for its extensive demand.

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The Best Seller

Triumph of organisation backed up by an extremely effective design

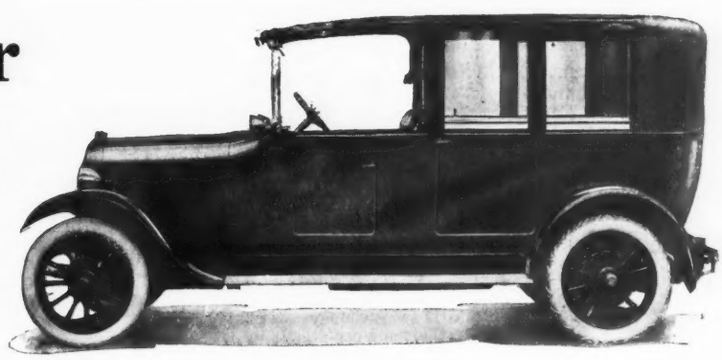
The most striking evidence of the wonderful efficiency of the Austin Twenty and of the Austin Distributing Organisation which comprises hundreds of the best motor Agents throughout the world, consists in the plain fact recorded below.

The Austin Sales Department at the opening of the Christmas holiday season reports that—

Not a single Austin Car is in stock. Not a single Austin Car, now in course of production, is unsold

This, notwithstanding the fact that the Austin Motor Co., Ltd., has a greater output than any other automobile firm in the British Empire.

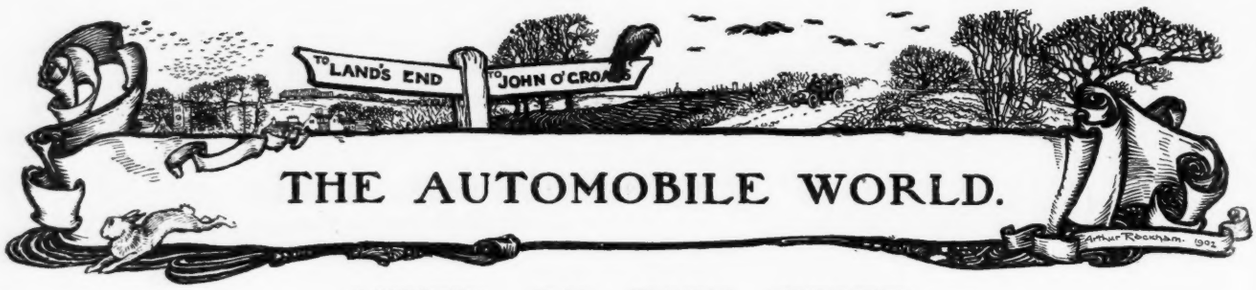
The "value-for-money" qualities of the Austin Products are recognised the world over.



The
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PRICE OF CAR
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To obtain early delivery consult your local Distributor

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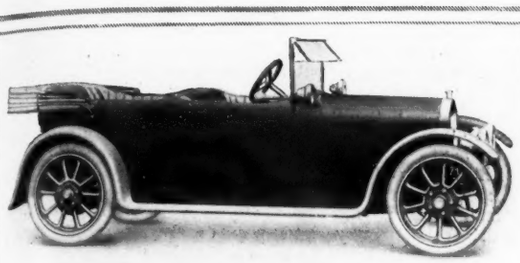
NEWS OF THE WEEK

NUMBERING AND CLASSIFICATION OF ROADS.

THE motoring community will contribute, in the form of the special taxation authorised by the House of Commons in the Finance Act, 1920, the sum of £8,250,000 which is expected to be the net income of the Ministry of Transport for the financial year commencing April 1st, 1921. It is understood that out of this amount about £6,500,000 is to be expended upon road maintenance and £1,250,000 approximately will be available for road improvement. In the Budget first put forward by the Minister of Transport a further sum of £350,000 was put down as a fund from which contributions to road surveyors' and other such officials' salaries can be paid. Motorists are now wondering what they are going to receive for this expenditure on so grandiose a scale. In the first place the Minister of Transport has appointed a Committee to consider the classification of all the roads in the country. Naturally, this is a formidable task that will take some considerable time to complete, but we learned recently that it is expected to be finished by the middle of March, if not sooner, so that the necessary financial measures may be taken in allocating the amounts to the Class 1—main and arterial roads—Class 2 roads and other degrees of road importance that the Ministry will devote for their maintenance. Also, as soon as this classification of the entire road system of our country is completed the roads themselves will be numbered. Those motorists who have toured in France will recognise that the system of numbering the Routes Nationales is being adopted in England. Therefore, in the days to come, it may be presumed that the Ministry of Transport will not only number each road, but also signpost it so that, having commenced a journey, say, from London to Edinburgh, styled "Route 1," the motorist will know he has taken the wrong road should the signposts bear any other numeral than this as their main indication. How soon and how efficiently the Ministry performs this task of signpost numbering our roads will be the measure by which the motoring community will judge whether they are receiving value for the large sum of money that has been extracted from their pockets, for it is by the outward signs only that the public can possibly be aware that any benefit at all is accruing to them. They will seldom see or hear of the hundreds of officials whose salaries they pay; our roads are always either out of repair, in the process of being relaid or just finished being made usable, and it is not conceivable that at any time, with or without the Ministry of Transport, they will be any different. So much of the maintenance side of the expenditure will be hidden in grants to local bodies that only readers of White Papers will ever know what sums have been spent in this regard. But the present rumours are that where localities have much unemployment these districts will place this winter such of their population at work on road improvement. The relief of distress is a duty, and those out of employment will receive all the sympathy of the motoring community. But this is neither the economic season to perform such work nor does it appear a wise proceeding to spend a large proportion of the Ministry of Transport's income before it has been received. The Prime Minister, in his recent speeches, impressed upon his audiences that economy is a necessity in our homes and in our businesses. We must, therefore, protest against any waste of the motorists' money upon purely relief schemes however worthy in their humanitarian aspect. Such work that is done upon the roads must be of the best character both in regard to its urgent necessity and in regard to the work itself. To our way of thinking all purely relief schemes of unemployment should be a national matter and not one to be thrown upon a small section of the community that has been made to contribute willingly or unwillingly towards highway expenditure under the promise of specific performances, none of which certainly can be classified into the relief of unemployment at the cost of economy. To-day's motto for everyone is "cut your coat according to your cloth," and we do not wish to see our roads "improved" until the funds are really available for this work. We have put up with the bad roads for so long that a few more months of waiting will not distress motorists a thousandth part so much as needless waste of their special taxes.

In reply to Sir A. Sprot, who complained that under the new licensing and registration regulations the County Council of Fife would, presumably, be some £1,500 to the bad as compared with its position under the existing regulations, the Parliamentary Secretary to the Ministry of Transport (Mr. A. Neal, M.P.) said in the House of Commons: "As regards the loss of revenue directly accruing to County Councils, I would point out that after the prior charges have been met the Road Fund will in effect be distributed to local authorities in relief of the rates raised for highway purposes." When the original Road Board was appointed and such funds allotted to it out of the special taxation paid by motorists through the petrol duty, it was distinctly laid down by Parliament that such sums could only be spent upon making new roads or improving existing highways. When the present House of Commons sanctioned the Finance Act, 1920, they permitted these funds to be transferred to the Ministry of Transport for administration and at the same time sanctioned the expenditure of the Road Fund on road *maintenance*—a new principle at utter variance with former custom; for it has always been held as proper and economical finance that each district and county should maintain the roads over which its city, borough or county engineers were responsible for upkeep out of their own highway rates. If the grants from





THE "WOLSELEY" FIFTEEN, TOURING CAR

"Destined to play a very great part in the immediate future of the British Motor Industry." —*THE AUTOCAR.*

THE above is what the "Autocar" says about the three "Wolseley" models—the TEN, the FIFTEEN and the TWENTY, each of which has firmly established itself as a **leader in its class.** Their speed, hill-climbing power and extreme flexibility, render them a delight to drive, whilst their economy in running cost is particularly welcome under present-day conditions.

The "Wolseley" programme provides a comprehensive range of modern motor carriages, from the two-seater to the limousine. There is a car to meet YOUR requirements in the "Wolseley" list.

"WOLSELEY"

CURRENT PRICES

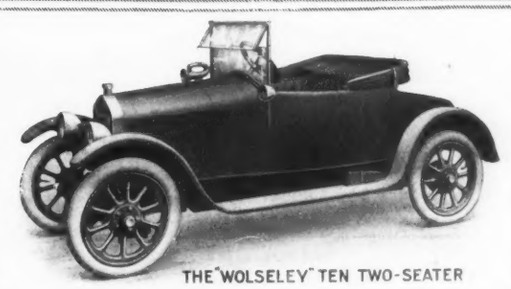
THE "WOLSELEY" TEN		THE "WOLSELEY" FIFTEEN		THE "WOLSELEY" TWENTY	
Two-seater	£545	Four-seater Touring Car	£895	Five-seater Touring Car	£1,325
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Two-seater Coupé	£720	Single Landaulette	£1,175	Limousine	£1,650
		Four-seater Coupé	£1,235	Four-seater Coupé	£1,650

Write for Catalogue No. 15, post free.

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(Proprietors, Vickers Limited),

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Indian Depot: Sandhurst Bridge Road, Bombay.



THE "WOLSELEY" TEN TWO-SEATER

the Road Fund are to be used "in *relief of rates* raised for highway purposes," what guarantee will the Minister of Transport have that such sums will really be expended on road work? Motorists have a right to ask such a pertinent question, for they alone out of the whole community provide the funds out of the special taxation of all motor vehicles, including motor cycles.

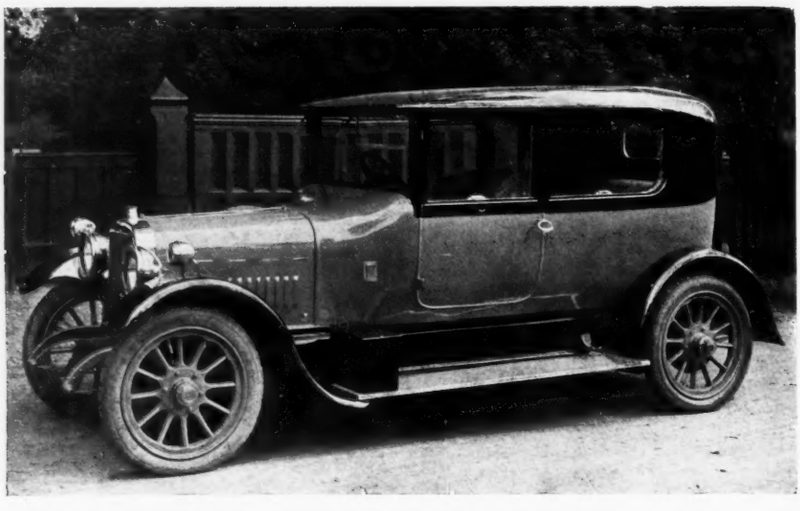
In the discussion in the House of Commons on the new Roads Bill the question of endorsements on driving licences was raised, and the Minister of Transport, Sir Eric Geddes, expressed his willingness that offences under the Roads Bill shall not be endorsed upon the drivers' licences. Moreover, he promised that in conjunction with the Home Secretary he will do what he can next session, when a new Motor Car Bill will be introduced to satisfy those who strongly object to endorsements remaining indefinitely as black marks upon a driver's licence. Let us hope this news is in the nature of a New Year's gift to the motor drivers of the United Kingdom, or, at any rate, a potential gift, after the greatly increased penalties they risk incurring under the new Road Act. We therefore look forward to the new Motor Car Bill with increased interest if it relieves this sadly harassed section of the public by one iota; for our experience has shown that the motor-using public has been made to pay—and pay dearly, too—for any concession that allows them the freedom of the roads to which they so largely contribute for their making and maintenance.



A 45 h.p. six cylinder Daimler, with revolving seats



Eclipse three-quarter landaulet on an eight-cylinder De Dion chassis.



Interior drive 16 h.p. Sunbeam, with sliding front seats to give access to back seats.

SOME TYPES OF WINTER CARRIAGES.

THE MILLER AMPHYGLIDER

"FOR COUNTRY & COLONIAL USE."

THOSE who appreciate novelty in any sphere will be interested in the Miller Amphyglider. In principle at least the vehicle is not entirely new, for ever since the possibilities of an air-screw were realised inventors have struggled to apply it successfully to a land vehicle. Also, almost from the beginning of motor cars, there have been attempts to produce a vehicle that shall be usable not only on land but on water. But to the best of our knowledge, the Amphyglider is the only proposition that embodies both an air screw and an amphibious function in its design. Briefly, the idea of this invention of Mr. Miller Metcalf of Ashover House, near Chesterfield, is that it shall provide a "motor car" capable of taking anywhere a normal complement of passengers over either roads or waterways, and it must be admitted that, although it has not as yet actually materialised into a definite experimental stage, the drawings and patent specification give promise of a vehicle that should be capable of real service and that should make a strong appeal to owners of estates, inhabitants of coastal or well watered districts, and, above all, to those Overseas pioneers whose land is not developed and provided with either good roads or an organised transport service by water.

In construction the vehicle consists primarily of a stream-line body or fuselage that provides both accommodation for the passengers (two in the main front seat and one in a single seat behind on the clover-leaf arrangement) and also replaces the conventional chassis frame. At front and rear the two axles are attached by splayed quarter elliptic springs, and as the drive is not taken to the road wheels there are no further connections between fuselage and axles except the steering gear in the case of the front and the brake cables in the case of the rear. When it is desired to take the vehicle on to water floats are fitted on either side of the fuselage under the "running boards," and the axles may be either left in position or removed, the latter being advisable, but only actually necessary when any high speed is required on the water. It is not clear from the particulars forwarded to us whether accommodation for the axles is provided in the body, so that after being removed they may be taken across the water and replaced at the journey's end, but presumably some such arrangement will be provided.

The power unit is a three-cylinder air-cooled radial engine arranged under a conventional bonnet in front of the dash and the power is conveyed from the engine crank-shaft to the shaft of the propeller through a system of positive gearing, giving one forward and one reverse speed and a neutral position. Behind the engine the dash forms a scoop through which the slip-stream of the propeller is collected and conducted to the rear of the vehicle, passing over the engine cylinders and cooling them on its way, and leaving in an upward direction so as to reduce to a minimum any dust raising tendency. It

"Lagonda"

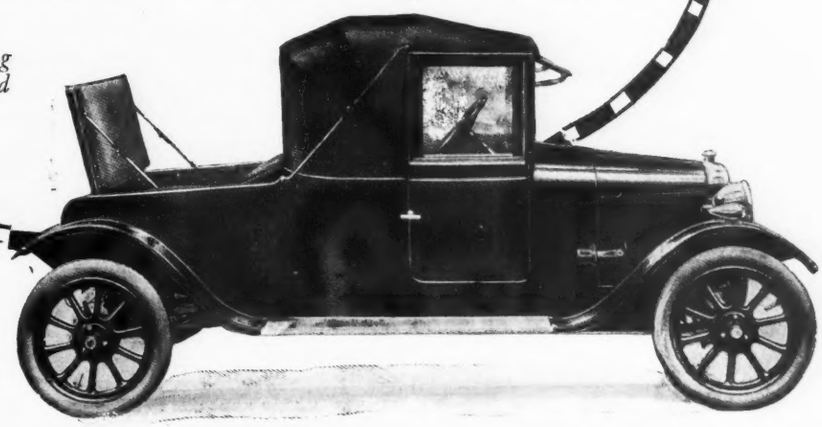
11 H.P.

PRICE
£495
Complete with Electric Self-Starter, Lighting Horn, Spare Wheel and Tyre and Tools

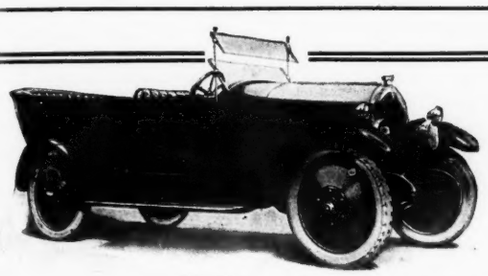
THE
11 H.P. LAGONDA COUPÉ
(with double dickey seat)

will especially appeal to the Sportsman, not entirely because of its workmanlike and, at the same time, elegant appearance, but also on account of the care which has been taken to provide plenty of space for carrying luggage and equipment. The capacious locker at the rear of the car affords ample accommodation under cover and lock and key for such items as guns, golf clubs, etc., which it is essential to carry in a safe and weatherproof place, whilst heavy luggage may be strapped on to the aluminium platform on the top of this locker.

A Four-Seater Touring Model is also supplied at the same price.



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LONDON, W. 6
PROMPT DELIVERY



"One of the best values in the big 'family' car line to my mind is the 16-20 h.p. 4-cylinder Ruston-Hornsby Car."
—Mr. JOHN PHILLIMORE in "The Evening News."

Ruston-Hornsby

The Car of Quality & Value

Several features go to make the Ruston-Hornsby the 'best value' referred to above. The moderate price, up-to-date design, the sound construction, the low running costs—all these features recommend the Ruston-Hornsby to the owner who seeks the 'best values.'

Brief Specification of the 16-20 h.p. Model:

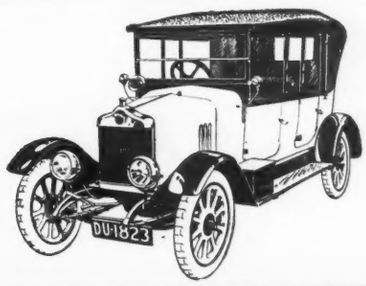
ENGINE—4-cylinder, 80 mm. by 130 mm.; Magneto ignition. Michelin steel disc detachable wheels and tyres 815 by 105, spare wheel and tyre. COACHWORK—5-seated stream line body. EQUIPMENT—includes sliding front seats, concealed hood, wind screen, electric starting and lighting, speedometer, electric horn, tools, etc. Write for complete Specification.

Prices (with complete equipment):
16-20 h.p. ... £650
20-25 h.p. ... £750

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An All-Weather Car Roomy & Comfortable Light-in Petrol Consumption and-Tyre-Wear



The All British

Standard

Light 2 & 4 Seaters

Specially Designed for the Owner Driver

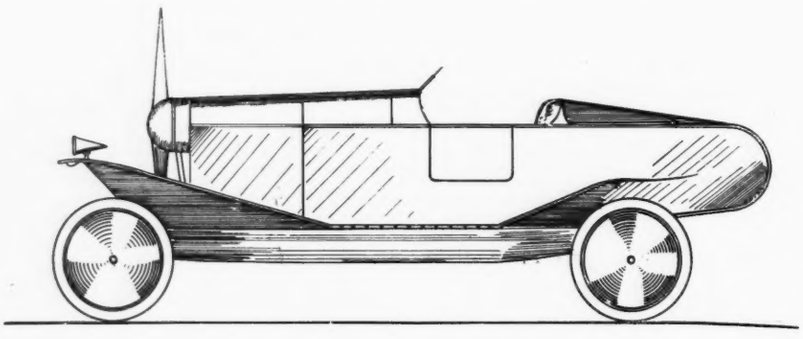
Send your name and address for full particulars:
The Standard Motor Co., Ltd., Coventry.
London Showrooms: 49, Pall Mall, S.W. 1.

is claimed that the slip-stream, or draught, of the propeller is not sufficient to cause inconvenience to other road users, and that even when the car is starting away from rest it can only be felt by anyone standing immediately behind the car. As regards the propeller itself this is contained well within the overall width of the car, and there appears to be no reason why it should not be surrounded by a guard if an owner thought this advisable, although the designer apparently thinks it unnecessary.

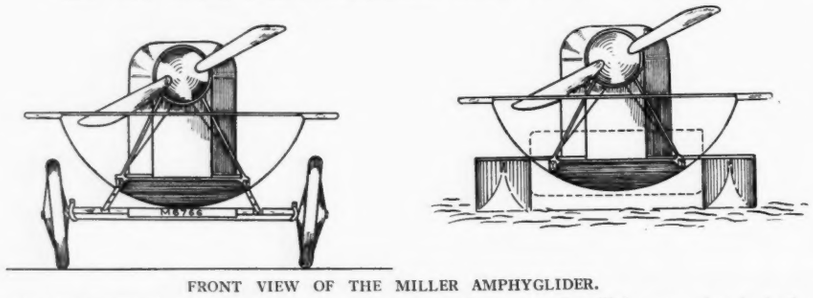
Whether a car of which the wheels are merely rollers and take none of the drive will be able to climb hills and make progress against strong head winds is a question that will certainly occur to users of conventional motor cars, and we are assured on this score by the designer that with the three-cylinder engine suggested as standard a speed of 70 m.p.h. may be obtained on the level (presumably in still air), and that a gradient of 1 in 3½ may be climbed without rushing. It is unfortunate that up to the present an Amphyglider has not actually been constructed, for some tests on the track and test hill at Brooklands would have more than ordinary interest, but we are hoping that the opportunity will come in due course. As regards performance on the water, it is stated that with the axles in position the speed would not be "very high," but that with the axles removed 30 knots would be attainable. It should be noted that with the axles removed the Amphyglider would resemble a hydroplane more than a boat in its action, for its floats would have an extremely shallow draught and the skimming tendency would be further enhanced by the lifting action of the canopy that is fitted as standard.

Mounted on four uprights there is a removable canopy which when in position has the effect, it is claimed, of reducing considerably the load on tyres or floats, as the case may be, at speed. Personally, we are inclined to the opinion that the speed for such lifting action to be at all noticeable would have to be so high that the wind resistance offered by the canopy and its struts would more than counterbalance any benefit at speeds normally attainable.

The Amphyglider certainly has more than an ordinary interest, and if the inventor is successful in getting the support he requires, which we sincerely hope he will be, he should find a ready if somewhat limited market awaiting his ingenious production. We will conclude by saying that an air screw has already demonstrated its possibilities as a propelling unit for both a road vehicle and a boat, and that amphibious motor cars have been constructed and have performed with success. The combination of both, or all three, ideas in one vehicle is, however, a novelty that deserves full exploitation.

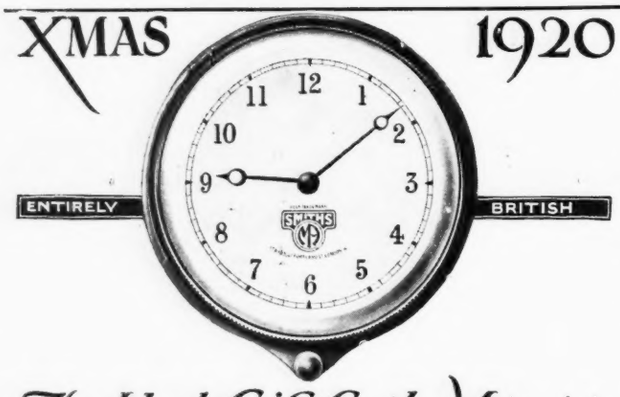


SIDE VIEW OF THE MILLER AMPHYGLIDER READY FOR USE ON THE LAND.



FRONT VIEW OF THE MILLER AMPHYGLIDER.
On the left ready for use on land, and on the right for the water. It will be seen that in both cases the propeller is well within the overall width of the vehicle.

XMAS 1920



The Ideal Gift for the Motorist.

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BEZEL WIND CLOCK

No key required—by simply rotating the bezel on the outer edge of the clock, it can be wound up in a few seconds. Fitted with a high-class eight-day English Lever movement. Every clock guaranteed—any clock failing from any cause exchanged free per return. Brass, black or nickel finish—flush or bracket fitting

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179-185, GT. PORTLAND STREET, LONDON, W. 1
Branches at Birmingham, Manchester, Glasgow and Belfast
Telephone: Mayfair 6350 Telegrams: "Speedomet, London."

FITTED AS STANDARD EQUIPMENT ON ALL LEADING BRITISH CARS

"LIGHT ON PETROL."
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12h.p. ROVER

"THE favourite 12 h.p. four-cylinder Rover has long been an excellent and typical example of British automobile design. . . . . This car is a delightfully happy medium, being extremely quiet and smooth running, and with a good modicum of speed on occasion, but at the same time being small enough to be light on petrol and light enough to be economical in tyres."

The Tatler, Nov. 11th, 1920.

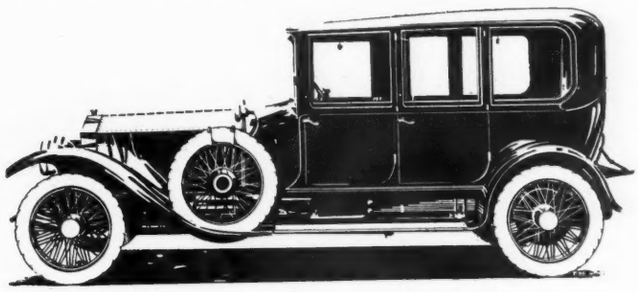
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8 h.p. Two-Seater	£300
12 h.p. Two-Seater	£735
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For complete specification write
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Barker Body
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BARKER PULLMAN LIMOUSINE
As Supplied to H.R.H. The Prince of Wales

Acknowledged the World's Best Car.

LORD NORTHCLIFFE
WRITES:

The Times.
1785.

Dear Sirs,

I have now given my new Rolls-Royce and its beautiful coach work fifteen hundred miles' trial so I can speak about the car.

That it is the best piece of carriage building, either English, French or American, that I have ever seen, I have no doubt. You have combined every modern improvement with the strong and efficient workmanship for which our coachbuilders are famed.

The improvements on my last car are:- the loud-speaking microphone telephone to the chauffeur; wind-up windows; triplex glass; wonderful springing; unswerving steadiness at speed; complete absence of rattle of any kind.

I have not written many testimonials, but I cannot refrain from this one, of which you can make any use you choose.

I have written to Rolls-Royce about their wonderful new engine.

Yours faithfully
Northcliffe

Messrs. Barker & Co. (Coachbuilders), Ltd.,
66-68, South Audley Street, W.
24th October, 1920.

Coach Builders by Appointment to H.M. THE KING

Coach Builders by Appointment to H.R.H. THE PRINCE OF WALES

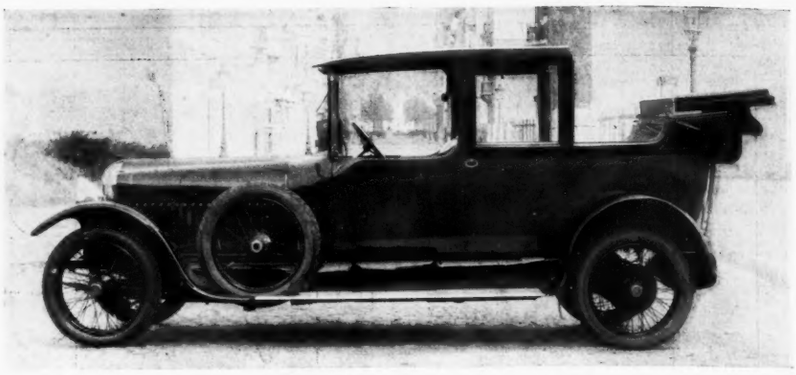
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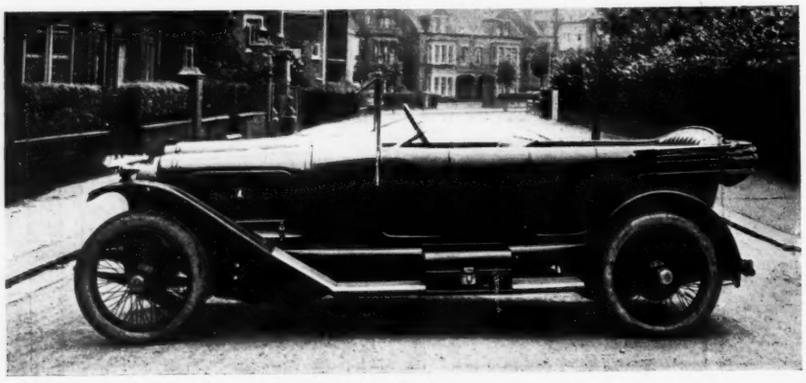
BRIEF NOTES ON SOME 1921 CARS



THE MINERVA LANDAULET LIMOUSINE.

MINERVA CARS. THERE are two of these famous Belgian chassis, both fitted with the sleeve valve Knight engine, one the 20 h.p. and the other the 30 h.p., now in production. The 20 h.p. engine has a bore and stroke of 90mm. by 140mm. The 30 h.p. is the same, except that it has six cylinders, and the general chassis specifications apply in both cases, namely, a Zenith carburettor, S.E.V. magneto, four forward speeds from the gear-box through a leather cone clutch, spiral bevel final drive, and Dunlop wire wheels for 880mm. by 120mm. tyres. The electric lighting and starting equipment is of S.E.V. manufacture.

BRASIER CARS. THERE is only one model of Brasier chassis for next season, this being an 18–30 h.p. with a four-cylinder engine having a bore and stroke of 85mm. by 150mm. The clutch is a Thermoid metal cone, the gear-box gives four speeds and reverse, and final drive is by spiral bevel. The wheels, which may be either wire or disc to the choice of the purchaser, are for 880mm. by 120mm. tyres. The chassis and two complete cars were exhibited in the showroom, the bodywork of the latter both being by Lawton and Goodman, one of the touring and the other of the landaulet type.



THE BRASIER.

ITEMS.

Some misunderstanding having arisen in regard to the origin and design of the 8 h.p. engine fitted to the Royal Enfield 1921 Sidecar Combination, it is interesting to note that it is essentially an Enfield engine, manufactured exclusively for the Enfield Cycle Company, Limited, by Messrs. Vickers, Limited.

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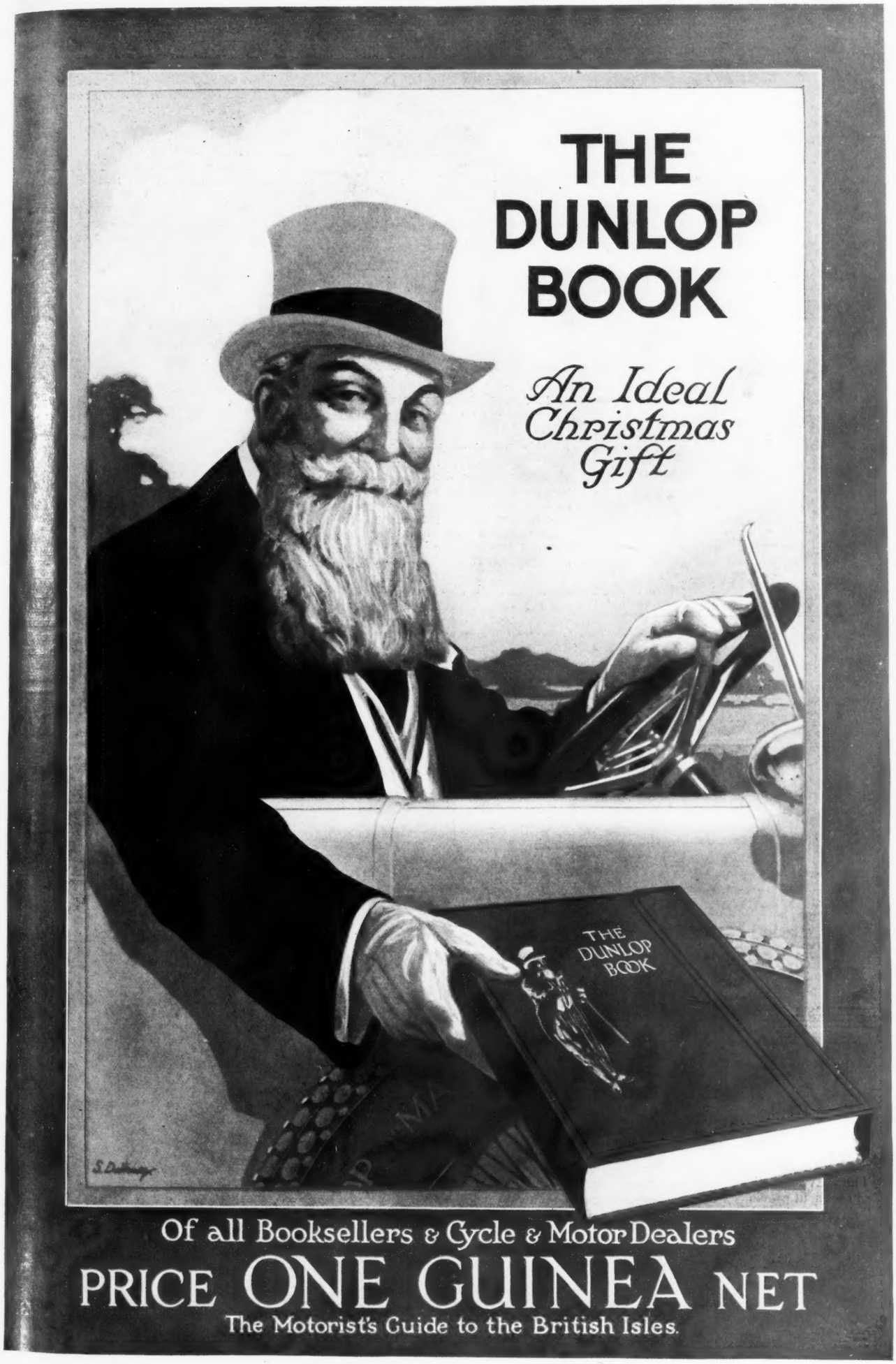
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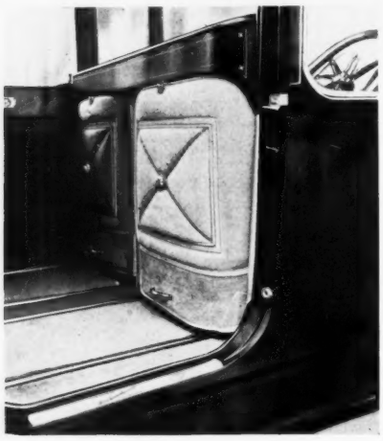
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COMFORTABLE OCCASIONAL SEATS

ONE of the chief problems confronting the designer of limousine bodies is the production of occasional seats that shall take up no space when not in use, but shall at the same time provide real comfort for their occupants. The best solution of the problem that we have yet seen was exhibited at the recent White City Show in a magnificent limousine body on a Talbot chassis by Messrs. Allen and Simmons of Reading. The occasional seats of this body had that real attractiveness about them that made observers wonder why every body builder had not thought of and adopted the idea before.

Each seat—they are two in number—is luxuriously padded and upholstered, and with its comfortably sloping back and tilted seat proper gives to its occupant the same sense of maximum comfort that comes to the occupants of the rear seat



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THE ALLEN AND SIMMONS OCCASIONAL SEAT OPEN FOR USE.

of this luxurious body. When not in use the occasional seats are pushed, without previous folding, into a recess formed underneath the front—*i.e.*, the driver's—seat of the car, rails being provided for the sliding. Pushed forward into their recesses the seats are quite invisible, their exposed backs being upholstered in the same style as the interior of the body as a whole, and they give a definite contradiction to those who have maintained that the comfortable *and* genuinely disappearing seat was an impossibility.

The recesses are provided with wells in which the occupants find generous room for their feet and legs, and it would be a very big man indeed who could grumble at the leg room at his disposal.

NEXT YEAR'S SHOW

AT the time of writing it is not definitely decided what form will be taken by next year's Motor Show. While some visitors and exhibitors were perfectly satisfied with this year's arrangements and did not mind the inevitable journey between White City and Olympia, grumbles were not infrequent, and it was said that the attractions of one Show so held those who visited it first that the other Show came in for no attention at all. Be this as it may, if the White City is to be called upon to house motor car exhibits next year, there are certainly some detail improvements that will be more than welcome by both exhibitors and visitors. For the first three days the huge building was a glorified refrigerator, and it is a source of wonder that half of those who were doomed to spend the whole of their day in the building were not dead by the end of the Show. The heating apparatus must be improved and also got working before the Show opens its doors. A building that has remained empty for months is not warmed to an inhabitable extent in a few hours. Next, there is the question of catering. The only adjective that can be fittingly applied to the arrangements at the White City is "disgraceful." A dozen overworked and apparently inexperienced waitresses were frantically endeavouring to cope with the requirements of 250 visitors at every mealtime. Every room was unduly crowded, and it was nothing unusual to have to wait for half an hour before attention was forthcoming. Undoubtedly many people are kept away from Brooklands track because of the inferior catering arrangements, and we do not want the Motor Show to find itself open to the same criticism.

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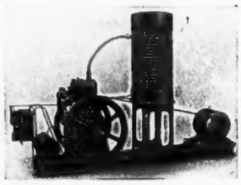
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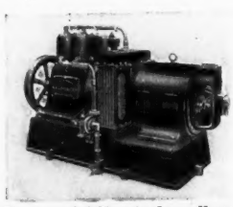
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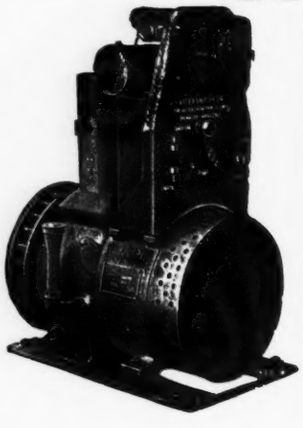
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ON SUB-SOILING

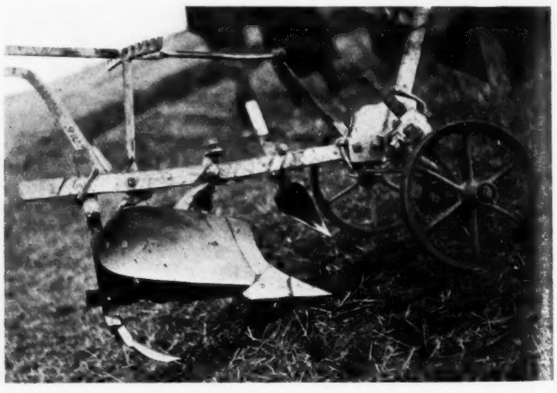
A SUCCESSFUL AND ECONOMICAL OPERATION.

THE tractor's disadvantages, which, more often than not, are fancied rather than real, can frequently be remedied by a more extended and intelligent use of the machine itself. One complaint which is occasionally still made against it is that, with the wheel running in the bottom of the furrow, it causes a hard impenetrable pan to be formed, particularly where the soil is one of the heavier clays. Even the fitting of spade-shaped spuds does not, in every case, improve matters in this respect, for, with their use, it frequently happens that the effect is to form, in the bottom of the furrow, a number of deep pockets, which merely serve as lodgment for water and do not improve the drainage of the sub-soil.

On the other hand, this formation of a pan is no new thing. It is well known even among those who invariably use horses for their ploughing. As a palliative, the practice of sub-soiling has sometimes been urged, but, unfortunately, the power absorbed in the operation has generally made it so expensive as to prohibit it where horses are used.

An enthusiast in regard to sub-soiling by tractor is Mr. Hepburn, of Manningtree, Essex, and, quite recently, I enjoyed the privilege of an invitation from this gentleman to investigate his method of working. A little demonstration had been arranged by him in conjunction with the Bradfield Tractor Company, and several people, notable by reason of their expert acquaintance with farming problems, were also present, among them being Mr. R. M. Wilson of the East Anglian Institute of Agriculture.

The demonstration was being carried out by the aid of a Glasgow tractor which was hauling a single-furrow one-way Ransome plough, cutting a furrow 10ins. wide, 8ins. deep, while to the rear of the plough frame was attached a sub-soiling tine which penetrated a further 10ins. into the pan of the furrow, the total depth to which cultivation was being effected being 18ins. from the surface. The soil upon which the demonstration was being carried out was a clay loam of medium consistency, one which would undoubtedly be improved by the process, but



THE SINGLE-FURROW RANSOME PLOUGH WITH SUB-SOIL ATTACHMENT.

which, at the same time, offered a very considerable resistance to the implements. It is not necessary to descant upon the advantages of sub-soiling. They are generally realised, but, as I have stated, the difficulty hitherto has been the lack of sufficient power to perform the operation successfully and economically. That power is provided by the tractor.

There is one point in connection with this particular demonstration which did occur to me. The Glasgow tractor probably has a peculiar advantage for this class of work, particularly if, as in this demonstration, it be considered wise to run one wheel of the machine in the furrow. Naturally, as the bottom of that furrow has been well loosened by the sub-soiling implement, it does not afford very excellent footing for the tractor wheel. With the Glasgow, however, since there is no differential gear, and also, no doubt, because the power is transmitted to all three wheels, no difficulty was experienced from this cause. CULTOR.

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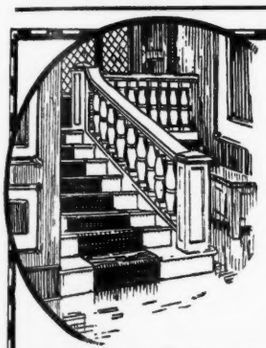
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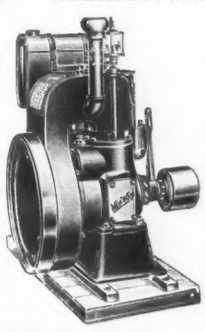
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We have certainly had a very embarrassment of riches this season in the way of materials, and as it is quite improbable that the prevailing licence will be allowed to die, we have every good reason for looking forward a good twelve months.

Ribbons have never been more exquisite in design and quality or more varied in character than is the case this year. A handsome ribbon sash is a covetable possession, many an evening frock resting its *chic* entirely on this adjunct, narrow widths, picot edged, flowered or striped, serve as girdles or for edging flounces, trimming jumpers, etc.; while of the uses to which intermediate widths can be put, the very name is legion. Out of strips of ribbon alternating with lace, camisoles, dressing jackets and even cute little evening jumpers can be manœuvred, together with those demure little capes for dropping about the shoulders of a summer gown, boudoir caps and hats likewise falling into the category. And this is but a skimming of the surface of one small tributary of the exhaustive Sale stream just about to be at its flood.

White canvas shoes and fabric gloves are now accepted as *de rigueur* in the most representative assemblies; and they have reason, since they are scarcely detectable from the more costly suède. Naturally, both are of the best quality and cut, consequently they provide one of the many instances of the wave of determined economy that is setting in. At Sandown the other Saturday a pretty girl arrested every eye in a simple frock of gingham checked in shades of brown and blue. The ankle-length skirt was fulled in at the waist, the flat, short-sleeved Magyar bodice opening to the waist in front, with a roll collar, narrowly frilled at the edge, of white organdi over a straight low vest of the muslin. Round the waist was tied a sash of deep Morland blue *faille* ribbon, this ending at one side in smart outstanding loops and ends, an immense flop of brown Bangkok being worn adorned with the same blue ribbon closely swathed about the small and rather high crown and falling in long streamer ends at the back. It is impossible in a bare word description to convey any idea how this girl stood out among the majority of far more ambitious efforts, and it is conceivable that the intrinsic value of the whole get-up would be covered by £3—a mere bagatelle, of course, for a success that was little short of sensational.

It is essentially an insignia of the moment to be well and strikingly dressed without any apparent sign of extravagant expenditure. At the same time, it frequently happens that a good deal of money has been spent in achieving the same result, a necessary contingency when it comes to dealing with costly silks and satins and embroideries. But that which is unpardonable is to look what has been succinctly described as suffocatingly smart, an error the average Englishwoman is rather apt to fall into.

Every bathing season as it comes along crystallises the creed that for real service there is no type of dress to better the Canadian swimming suit, akin to the style illustrated. Made in a jersey material, wool or cotton, according to taste, the feature is a jumper upper part, permanently connected at the waist-line with the accompanying knickers, an entrance, if needs be, effected on the shoulders by means of patent clips or button and buttonhole. To render these swimming suits as attractive in appearance as they are practical, some brilliant coloured stripe border is introduced into the scheme. A dark ground is preferable, such as navy, black, purple or Bishop's red. The cap, to be of real use, must be a close-fitting rubber affair, the latest shape approved by experts following the lines of an aviator's hat fastened close and taut under the chin. In such workmanlike garb bathing becomes a veritable joy.

And with so much that is of strict utilitarian character for the actual plunge, fancy may run a very riot in the choice of a wrap for wearing from tent or hut to the water's edge. Bright-coloured *éponge* is an ideal medium, and many charming models are being offered in this material, some with sleeves and hood, and others planned on wide cloak lines that must be held in position by the wearer, thus taking on many graceful forms. Frequently a lining in a contrasting colour is requisitioned for these *éponge* wraps—mustard yellow and white, pale pink and lemon, ciel blue and orange, lavender and pale green—the *voyant* nature of these kaleidoscopic *manteaux des bains* adding considerably to the festive appearance of the shore.

Then there is another type of bather—one who loves to array herself in some fantastic sort of garb and stroll gently down to the sea, take a perfunctory dip and then emerge to sit and bask in the sun—or perchance the basking process will come first. For her there are numerous originalities in the way of satin and taffetas confections, the skirts with draped, frilled or pleated sides applied to flat little short-sleeved bodices that, saving for their brevity and bloomers, might well pass muster at a garden-party. And to complete these fantasies stockings and bathing shoes, laced Tango-fashion up the leg, are worn, together with jaunty little caps of silk rubber that are never allowed direct contact with the salt water. L. M. M.



A PRACTICAL SWIMMING SUIT.

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NOTES AND NEWS

AT THE ROYAL AGRICULTURAL SOCIETY'S SHOW.

AT the Royal Agricultural Society's Show at Darlington visitors were well advised who made a point of inspecting the collection of articles and structures which were exhibited at the stand of the Concrete Utilities Bureau. The exhibit was intended to be educational as to the uses of concrete and strikingly illustrated the many ways in which it can be profitably employed on the estate, farm, railway and in public works. Among the exhibits of agricultural interest were drain pipes, cow stalls, a cattle pen, fence and gate posts, a fence stile, garden frame, hen coop, liquid manure tank, pigsty, poultry houses and run, silo troughs and well tubes. Forms of construction for concrete dwellings and various kinds of roofing tiles and sheets were also exhibited in connecton with house building, and on another stand near, specimens of up-to-date concrete machinery were shown. Demonstrations of block making, fence-post moulding and so on were frequently given and the visitor was thus enabled to see the finished article, its making and the machinery by which it is made in close proximity. Pamphlets describing concrete products and their manufacture are issued by the Concrete Utilities Bureau, whose address is 35, Great St. Helen's, London, E.C.3.

MESSRS. VICKERS, LIMITED.

It is becoming usual nowadays for large firms to issue their own magazines. Among the best printed and got-up is "Vicker's News," published fortnightly by Messrs. Vickers, Limited, Broadway, London, S.W.1. The cover of the issue of June 15th shows a very good reproduction of a photograph of Mr. H. G. Ponting at work in the Antarctic with a Cooke theodolite. The contents of the magazine are technical in their interest, including one on "The Manufacture of Varnished Cotton Cloth and Silk for Electrical Insulation Purposes," others on "Agency Organisation," "The 36-Inch Centrifugal Separator," a description of the 4-inch transit theodolites specially designed and made for the British Antarctic Expedition of 1910, models of the Vickers "Vimy" aeroplane and, most interesting of all to the unscientific reader, an account of the evolution of the diving dress and diving bell.

At the Great War Exhibition at the Crystal Palace, some of the most interesting exhibits are those staged by Messrs. Vickers and the companies associated with them. The exhibits range from locomotive crank-shaft axles to engineers' small tools of every description, from concrete brick and tile making machinery to hand and treadle sewing machines, from a thirty-foot "Consuta" motor launch to the René Bull mechanical toys. The articles exhibited are too many for even a list of them to be printed here, but every visitor to the Exhibition must find something of interest.

HOLIDAYS IN ITALY.

Holidays are in the air just now, and many people, who perforce stayed at home during the war, are wondering what the Continent offers this year in the way of prices and accommodation. It is worth noting that the Italian State Railways, whose office is at 12, Waterloo Place, Regent Street, S.W., are able to announce that the average charge at first-class hotels in many districts of Italy is only about 10s. a day, excellent quarters being obtainable for as little as 6s. a day. The return fare to some delightful Italian resort would probably be about £8, so that a month in Italy could be enjoyed for about £20, a very cheap holiday as prices are now.

FOR THE GARDENER.

The gardener this year has had an anxious time with green fly and other insect pests, but scientific spraying has come to his rescue and it has been possible in many cases to keep the amount of damage done within bounds, if not to destroy the pest altogether. Messrs. T. Gunn, Limited, 30, Fore Street, London, E.C.2, with branches throughout the City, have two excellent aids to offer to the gardener. There is the Holder-Harriden Pneumatic Sprayer, a hand machine for distributing insecticide, limewash, etc. It is fitted with a swivelling "mist" nozzle giving a fine cloud-like spray without drops. In five pint size in Virex brass alloy, fully tested, it costs 55s. 3d., carriage paid. Type C, a two pint size in stamped brass and very light, costs only 34s. 6d. Purser's Peerless spray with three nozzles, fine, medium and coarse, is a syringe which enables one to spray under the leaves by means of an elbow, and is fitted with a drip preventer so that the operator cannot get wet wrists. 14in. by 1in. it costs 17s. 6d. An interesting catalogue of sprayers may be had from Messrs. Gunn on application.

A DAINTY DISH.

"Printer's Pie" has become quite an old friend to most people and the latest number should introduce it to many more. It contains drawings by, among others, J. H. Thorpe, René Bull, A. Wallis Mills, Mabel Lucie Attwell, Will Owen, and last, but not least, Mr. Heath Robinson, who is always at his best as an ingredient in "Printer's Pie." Mr. Sims, Mr. Pett Ridge, Mr. Keble Howard, are among the literary contributors. 1s. 6d. spent on "Printer's Pie" will provide excellent refreshment for a holiday railway journey.

MR. TOLLEY'S BALLS.

As well as those people who play golf themselves, there must be many in whose interest in sport golf holds a place. To the latter it may, perhaps, seem an unimportant detail, but to the former it will be of considerable interest to know that a Dunlop 31 golf ball was used by Mr. C. J. H. Tolley, the winner of the Open Amateur Golf Championship, throughout the competition.

A DRESSMAKING COMPETITION.

Many women will be interested in the competition which is being promoted by Messrs. S. Barrow and Co., who are offering over £500 in prizes for home dressmaking, full particulars being obtainable from them at Dept. 182, 104, Victoria Street, London, S.W.1. The only women ineligible to compete are those who make or who have made their living at dressmaking. Organisers of working parties and mothers' meetings will probably find in this competition a good opportunity for stimulating interest and keenness in a very useful subject.

A SUMMER SALE OF FURNITURE.

Messrs. Waring and Gillow, Limited, of 164-180, Oxford Street, W. 1, have arranged a summer sale in all their departments for the period beginning on July 5th and ending on July 17th. The reductions to be made are worthy of notice in these days of high prices, for they are always large and in some cases bring the article down to something very little more than half its usual price. Everything for the house and everything of the best is offered, linens, drapery, carpets, ironmongery and silver, besides antiques, pianos and furniture of every description.

A USEFUL CATALOGUE.

Messrs. Robinson and Cleaver of Belfast and London have just issued their Spring and Summer Catalogue for 1920. As usual, it contains all the daintiest and most charming of Irish linen articles, ranging from damask table-cloths and napkins, sheets and bedspreads to tea-cloths and towels. The designs of lace



A USEFUL TRAVELLING RUG.

curtains pictured are very attractive, and, as usual, a range of charming handkerchief patterns both for men and women is illustrated. For underlinen, both for grown-ups and children, Messrs. Robinson and Cleaver have always been famous. At the present moment, with holidays commencing and travelling assuming something of its pre-war importance and scope, the Ulster fleece travelling rug illustrated here is of particular interest. It can be had with black-to-white or brown-to-white shaded effect, and costs only 59s. 6d.

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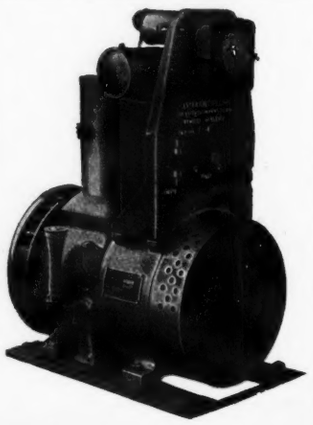
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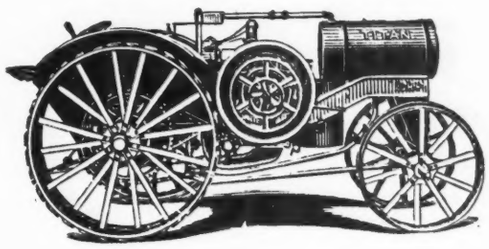
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C.D.C.

PARIS INSISTS ON SIMPLICITY

THE VOGUE OF THE CLOAK.

THE fiat has gone forth in Paris that simplicity of *ligne* and decoration shall prevail, which, on the face of things, seems perfectly right, desirable and as it should be. But—the inevitable but—it follows since this expression at its best and most impressive requires to be wrought under the most costly auspices, *élégante* after *é'égante* is described as wearing an all-black gown with ropes of pearls, a simple shady hat of black tulle and lace, merely relieved by a plume of paradise—costing anything from 20 guineas upwards. Thus the brief, casually written word picture. Now for the reality, the gown of charmeuse at 30s. the yard, or Georgette proportionately as costly since more material is needed. Silk stockings with open-work clox at 30s. or £2 the pair; slim, exquisitely built shoes of patent or glacé kid, with never a buckle or bow, £4 and £5; and those pearls, even when counterfeit, running into big sums. When to this appreciable total there is added a parasol and a reticule, both mounted with ivory, plain or carved Chinese fashion, or tortoiseshell, the story of simplicity is viewed from quite another standpoint.

Or, to take a more reasonable example, such as a large straw hat described as modestly decked with ribbon. The shape, because it is hand-made and exclusive, costs far more than its face value reveals, while the ribbon used is usually of the most expensive *faille* quality, and frequently almost sash-width at that. So let the situation be frankly faced without any delusive hopes that the much vaunted simplicity is synonymous with economy. *Au contraire*—the *modistes* and milliners are seeing to it that the art they now put into their creations is paid for to the utmost farthing of its value, and a bit over for luck.

Embroidered pockets and sleeves are items to watch with interest. Often these provide the sole decorative detail of an otherwise unrelieved scheme. A navy blue coat type of frock, seen recently, had wide sleeves and large pockets of scarlet cloth, covered with an embroidery of geometrical design in fine blue braid, while a suit, the skirt in fine pleats and the hip-length coat cut quite straight, in a lighter shade of blue, carried sleeves and vest of white cloth with blue *broderie*. Navy and scarlet is just now a much favoured alliance, the latter especially effective when introduced in the guise of narrow lines of bead embroidery and picked up in a hat, leather reticule and painted wood *en-tout-cas* handle. It is the dress accessories that tell so enormously at the moment, as these constitute the immaculate finish to the toilette so insisted upon. And none are more alive to this fact than the great *couturières* themselves, to the end that they keep themselves well equipped with these lesser items which, as they point out, form an integral part of a perfected *ensemble*.

The cloak obsession still holds us enthralled, fresh styles in cloaks for show and cloaks for use, following on each others heels until one almost reels beneath the onrush. That the models in lace, filmy tulle and the like transparencies will be prominent features at smart holiday resorts both here and abroad, is a foregone conclusion; many women, indeed, paying even more attention to these than their frocks, since the latter must inevitably take a second place, so much of their beauty being veiled, if not actually concealed, by the floating *manteaux*. A happy compromise between the merely showy and stern utilitarian cloaks are some models carried out in fine face cloth. One in white, a circular cloak with sleeves emerging from out the sides, was draped deep about the shoulders with black Chantilly lace, the fronts being cleverly arranged to fall back in wide soft revers or fasten high up about the throat, large gold knobby buttons playing a conspicuous part in the transformation scene. Another of these light weight cloth wraps was in a delicate shade of *beige*. This was more of a coat affair with slits for the arms to pass through, instead of orthodox sleeves, and the whole was embroidered in a large check design with delphinium blue thread, *faille* silk in the same shade fashioning a great rucked collar.

Our old friend, the Inverness cape, was obviously in the mind of the designer of a lovely model expressed in corn yellow satin, lined with grey ninon, the full skirt of which was gathered on to a cape upper part, the latter opening in a deep V to the waist, where it closed with one large cut-steel button; openings were left either side to form wing sleeves.

Where wrap-coats of the cloak order are concerned, a strong feeling obtains for rough-surfaced stuffs and heavy weight jersey. These wraps run largely to monster collars, and cuffs so deep as to almost cover all there is of a short clipped wing-like sleeve, a contrasting patterned woollen being generally used for the expression of these important details. A wide soft scarf collar is one of the cosiest and most practical styles, since, although firmly attached to the neck, the long floating ends can be adjusted in so many individual ways. L. M. M.



A WRAP FOR THE SPORTSWOMAN.

Fashioned in mud-brown wool ratine and orange and brown checked jersey, it shows the approved loose, easy fit of the season's cover-all coats. Inset is a glorified version of the Neapolitan fisherman's cap in white brushed wool embroidered with navy.

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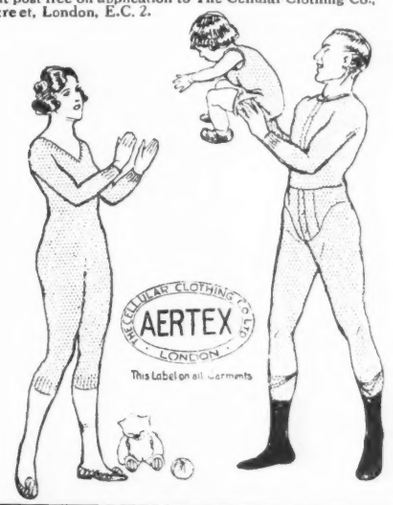
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HERE AND THERE

HOLIDAYS IN SWITZERLAND.

TO the many people who used to spend delightful holidays in Switzerland before the war it will be good news that the Calais-Laon-Basle and Berne route to Switzerland, avoiding Paris, has been re-opened for the summer season. The through service will run twice weekly in July and August, and there will be restaurant and sleeping cars. Those who have only a short time to spend abroad will find the possibility of going straight through to Switzerland by this route very welcome one.



PIZ BERNINA, A GIANT OF THE SWISS ALPS.

FROM SWORDS TO PLOUGHSHARES.

The exhibit of Explosives Trades, Limited, at the Crystal Palace not only gives us an idea of the peace uses of what most people think of only in connection with war, but we are also shown a strange medley of articles which are being produced by the factories rendered idle by the declaration of peace. Sporting cartridges figure prominently in the exhibits, also blasting explosives, which one may take for granted are of the "dummy" order. Cartridges very naturally suggest pencil-cases, of which there is a great variety, also many other articles of light metal construction. The connection between explosives and such things as gas mantles and bicycles is not apparent. Probably there is none, for the modern factory is extremely versatile.

TOILET SOAPS OF SEVENTY YEARS AGO.

A cake of "Brown Windsor," in all probability the oldest piece of English toilet soap in existence, made and sold at the Great Exhibition of 1851, is one of the relics treasured by the well known firm, Messrs. Cleaver and Co., perfumers and manufacturers of toilet articles in general. The firm was established in 1770 by Mr. Samuel Cleaver and remained in the hands of the same family, though in various premises, until the death of the last surviving grandson in 1905, when it became a limited liability company under the name and style by which it is known to-day. Another soap made very early in Messrs. Cleaver's career was "Honey Soap," which was invented in 1846 and actually took a medal in the 1851 Exhibition—in fact the only medal awarded to soap on that occasion. "Cleaver's Hair-Tonic," too, was certainly made fifty years ago if not earlier. It is all to the credit of Messrs. Cleaver that they were pioneers in a period when perfection in English toilet articles was yet to come. The hundred and fifty years in which they have been established cover practically the whole period of modern toilet culture, and there is no doubt that Mr. Samuel Cleaver played an honourable part in the setting of that high standard in such matters to which everyone subscribes to-day. Not only did this old-established British firm manufacture and continue to manufacture fine toilet soap, but they have taken care to provide for every demand of delicate refinement, making the best and most exquisite perfumes, creams, lotions and powders, as the requirements of successive decades dictated.

A SALE OF TAILOR-MADES.

A sale which should prove attractive to every woman is that of Messrs. H. J. Nicoll and Co. of 114-120, Regent Street. It began on July 5th and ends on July 19th. Not only are the many models in stock—let it be noted well, not "made for the occasion"—marked down to very reasonable prices, but a discount of 10 per cent. is offered on all cash transactions during the sale. The models offered range from plain tailor-made coats and skirts for sporting and street wear in endless variety of tweeds, checks and other suitings, some at as low a price as 6½ guineas and include exquisite Paris model costumes, coat-frocks and wraps, originally priced at 25 to 40 guineas and now at 15 guineas. In the department dealing with men's wear similar reductions are being made at the same time.



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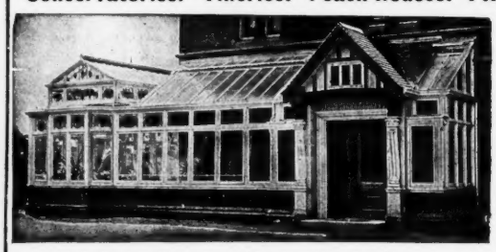
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6, KING STREET, and 50, DUKE STREET, ST. JAMES'S, S.W.1.

ON THE INDIAN SECTION OF THE EMPIRE TIMBER EXHIBITION.

THE interesting Timber Exhibition now open at the Holland Park Skating Rink should serve many purposes; it introduces to the public innumerable woods, many of them practical, beautiful and cheap, and shows the immense resources of the Indian Empire in providing these woods, hitherto so little known or appreciated in the European markets. Laslett, writing in 1875, states that many of these woods have long been in use in Burmah and the Madras Presidency and proved fit and suitable for works of construction, but up to that date were scarcely known in this country. After forty-five years his words still hold good, and through lack of organisation and want of enterprise these vast treasures of timber have been neglected and the changes rung here chiefly on the somewhat monotonous woods afforded by Europe.

The Indian Government are now seeking to remedy this lamentable neglect and have appointed Mr. Alexander Howard, of Messrs. W. W. Howard, Timber Merchants, as their representative, and, as a first step in this direction, Mr. Howard has spared no pains in forming the present Indian Section of the Exhibition, and has succeeded in making it both educational and commercially interesting.

Architects and contractors have hitherto been accustomed to specify for floors, panelling and furniture in about five woods, and of these walnut, though perhaps the most beautiful, has



FIG. 1.—REPRODUCTION OF A JAMES II. CHEST OF DRAWERS, IN INDIAN ZEBRA-WOOD WITH PANELS OF PRIMA VERA, THE WOODS BEING LEFT UNPOLISHED.



FIG. 2.—REPRODUCTION OF A HEPPLEWHITE SIDEBOARD, IN INDIAN LAUREL-WOOD, INLAID WITH PANELS OF BURR CINNAMOMUM, SURROUNDED BY BANDS OF RED ZEBRA-WOOD AND FINE LINES OF INDIAN BOX-WOOD, THE WOODS BEING LEFT UNPOLISHED.



FIG. 3.—COMMODE WITH SERPENTINE FRONT OF SISSOO WOOD, THE OVALS IN THE TWO CENTRE DOORS ARE OF CURLED PRIMA-VERA, THE BANDINGS BEING OF ANDAMAN MARBLE-WOOD.



FIG. 4.—WARDROBE, PART OF A SUITE, IN THE SAME STYLE AND WOODS AS BED, WITH LATTICE WORK FRIEZE AND KEY PATTERN CORNICE, THE BURR PANELS ARE BORDERED WITH A BEAD AND REAL MOULDING IN THE BLACK WALNUT.

proved itself the least satisfactory. It is naturally safe and easy to avoid the unknown, and any suggestion of possible economy in this respect invariably appeals to clients, but it will be found that these Indian woods when properly exploited will compare more than favourably with those of Europe, both in price, beauty and durability; and in some instances, even now, are 20 to 30 per cent. below the accepted European varieties; their charm and distinction have only to be seen to be appreciated, while their stability and endurance can be no matter for conjecture, as portions of ancient buildings in India can prove. There is a column of Indian laurel-wood, carved with figures, preserved in a Temple that is known to be over 1,000 years old. This wood in appearance resembles the finest French walnut, but is entirely immune from decay, whilst its density is astounding; it would be found particularly suitable for parquet flooring, and among the "Dining Room" exhibits, there is a long table and a set of chairs of Chippendale design made from it, the walls of this room being panelled with unpolished Gurjan. The panelling of the model "Billiard Room" is of Indian laurel with koko-wood pilasters, but unfortunately of undesirable design.

In an open compartment is an extremely successful reproduction of a Hepplewhite sideboard (Fig. 2). The top and structure being of this same Indian laurel; the wood, which is of beautiful grey-brown colour, seems exactly suitable to show off the delicate golden panels of burr Cinnamomum surrounded by lines of Indian white boxwood and red zebra-wood; it is all without polish and relies on its own lustrous surface and the undulating figure of the woods. It is a combination of beautiful tender colours, which in reality are vastly more pleasing than the somewhat crude contrast of mahogany and satinwood employed in the original sideboard.

The copy of a James II. chest of drawers (Fig. 1) is of red zebra-wood with bevels and projections of rosewood, and panels of Prima-vera; the colourings are at present rather crude but will doubtless tone down in a very few years, particularly if left unpolished. The well-known West



FIG. 5.—BED, PART OF A SUITE, IN THE SHERATON TASTE, OF INDIAN BLACK-WALNUT DECORATED WITH OVALS OF INDIAN BURR-WALNUT, SURROUNDED BY CROSS-BANDINGS OF LAUREL-WOOD.

Indian satinwood must have looked far too vivid and bright when first employed by the famous cabinet makers of the latter part of the eighteenth century.

In the "Drawing Room" compartment is a very decorative little commode (Fig. 3) of serpentine form veneered with Sissoo-wood of beautiful golden brown colour, and possessing an extremely hard even texture is capable of a very smooth surface; it is also remarkable in the quality of grain, so that it can be shaped to a great depth; the ovals in the centre doors are of Indian Prima-vera selected to show the form of marking where the figure ascends in an upward and outward tree-like form having a very decorative effect, with bandings of Andaman marble-wood. Sissoo-wood is largely used in the East for furniture and carving, and owing to its durability and strength is much utilised in India for the wheels of gun-carriages, where it has outlasted wheels made of the best materials Woolwich could produce specially for Indian service. The Andaman marble-wood employed on this commode is one of the handsomest woods in existence, it resembles Cippolin marble, it is smooth and cold to the touch, and, being of extraordinary hardness, if used cleverly, most remarkable effects could be obtained from it.

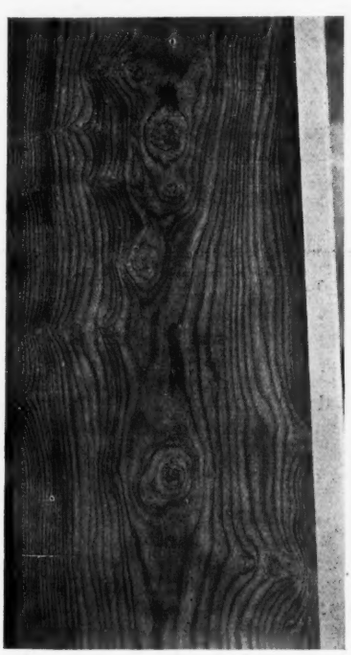


FIG. 6.—SECTION OF SISSOO-WOOD. COLOUR, GOLDEN. HARD AND CLOSE IN TEXTURE, A WOOD SUITABLE FOR DEEP CARVING.

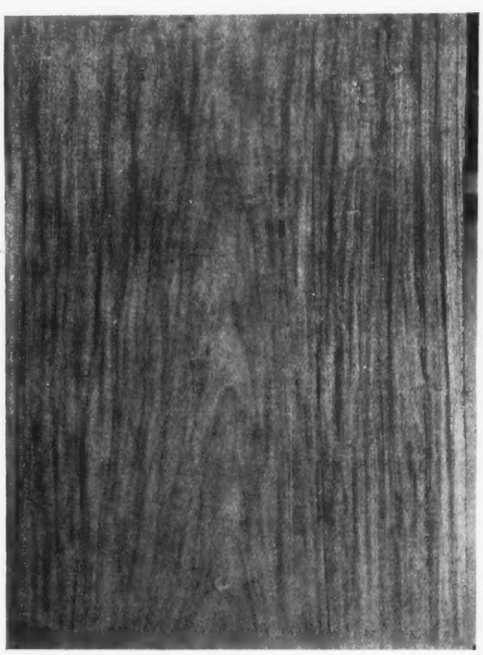


FIG. 7.—SECTION OF ANDAMAN PADOUK. COLOUR, RED, WITH DARKER MARKINGS. TEXTURE, FINE, WITH SMOOTH SURFACE, SUITABLE FOR ALL DECORATIVE WORK AND PARQUET FLOORINGS.

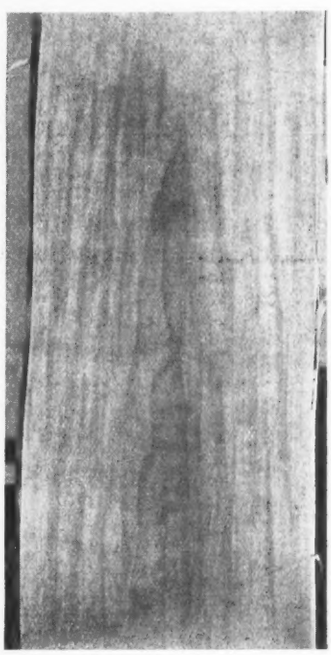


FIG. 8.—SECTION OF THITKA. COLOUR LIGHT MAHOGANY, WITH LIGHTER STREAKS, AND CAPABLE OF VERY HIGH POLISH. SUITABLE FOR ALL ARTISTIC DECORATIVE WORK.

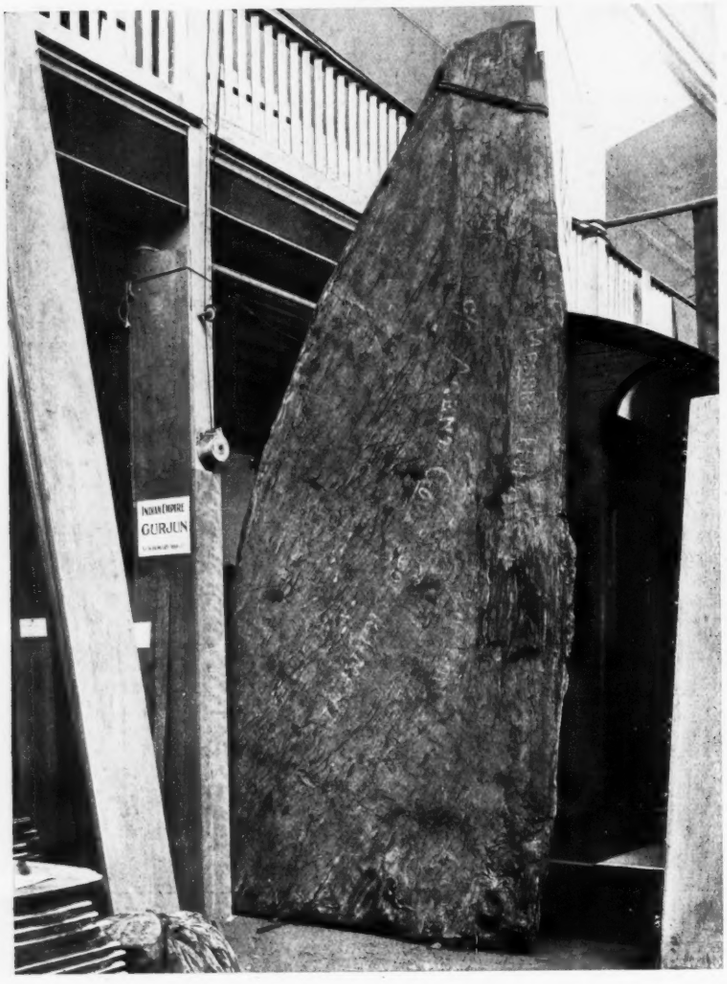


FIG. 9.—SLAB OF ANDAMAN PADOUK, MANY FEET HIGH, CUT FROM GROWING TREE

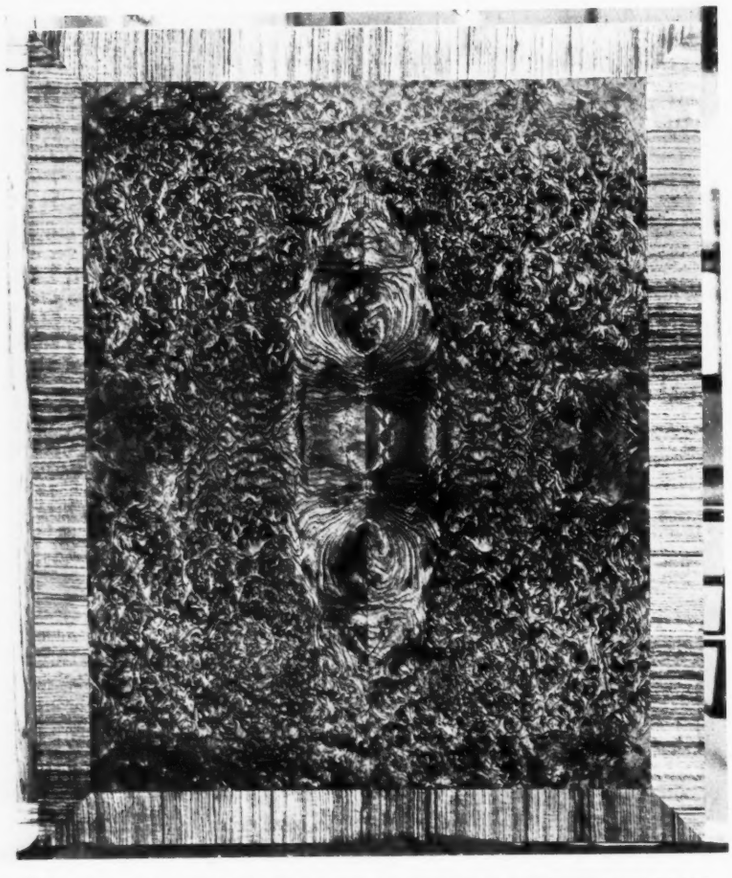


FIG. 10.—VENEERED PANEL OF INDIAN BURR WALNUT WITH RICH SMALL CURL, SURROUNDED BY CROSS-BANDINGS OF LAUREL-WOOD.

In this same room is a column or lampstand, on tripod legs of Indian mahogany, a delightful wood which possesses the ripple of satinwood, is very hard, and takes a natural polish. Here also can be seen a copy of a fine Queen Anne mirror, carved in Indian pear-wood, which the carver stated was the best wood in which he had ever worked.

Figs. 4 and 5, two beds and a wardrobe, successfully display the decorative combination of Indian black-walnut with ovals of burr-walnut set in cross-bandings of laurel, and are among the most effective results in the Exhibition. The black walnut is of a particularly rich brown colour, streaked with wavy lines and sometimes has the same mottled appearance as mahogany; the burrs forming the tops and ovals in their alternating light and dark shades greatly resemble Amboyna, and having a small, rich, curled figure seems a wood particularly suitable for small objects. Throughout the Exhibition no colouring of any description has been used in the polishing of the woods, their brilliancy being entirely original. In former times the various shades in woods used for floral inlay were obtained by staining.

Among the parquet exhibits is one that is particularly successful of Indian silver-grey in small chequers; a wood almost unique in tint, closely resembling European sycamore; it can also be seen in the form of panelling where it forms a cool, quiet background; another attractive parquet is made from Halda and one of Gurjan is both effective and cheap, whilst anyone requiring a floor of brilliant colour would find it in Padouk, which is a red streaked with brown and black, and, when polished, its effect is remarkable.

It is almost impossible to give a satisfactory uncoloured reproduction of any of these woods in plank form. Fig. 6, Sissoo, a wood already mentioned, is of rich golden brown colour which darkens with exposure, it possesses a firm, even texture, and, owing to the remarkable quality of the grain, can be carved to a great depth in the most intricate and delicate manner; it is extensively used in India for a variety of purposes and considered one of the finest woods, it seasons well and is not liable to warp or split.

Fig. 7, Andaman Padouk, is a richly coloured finely figured wood and ranges in shades from pale cherry to vermilion and deep crimson. Its texture is harder than mahogany and a smooth, glossy surface is easily obtained, it is strong and reliable, neither warping nor twisting and is well adapted for furniture, panelling, floors and staircases, provided the somewhat hot colour is not objected to.

Fig. 9 is a slab of this Padouk many feet high; this actual piece was cut by natives from the tree as it stood, no other tools except axes being employed; the tree was then left to recover, for so great is the fertilising quality of the forest soil that Padouk trees treated in this manner soon heal up and continue their growth.

Fig. 10 shows a veneer of burr walnut surrounded by laurel bandings similar to those employed on the wardrobe (Fig. 4). It is probably the most beautiful burr known, it is of a cool, rich brown colour with dark mottlings and is capable of the highest polish.

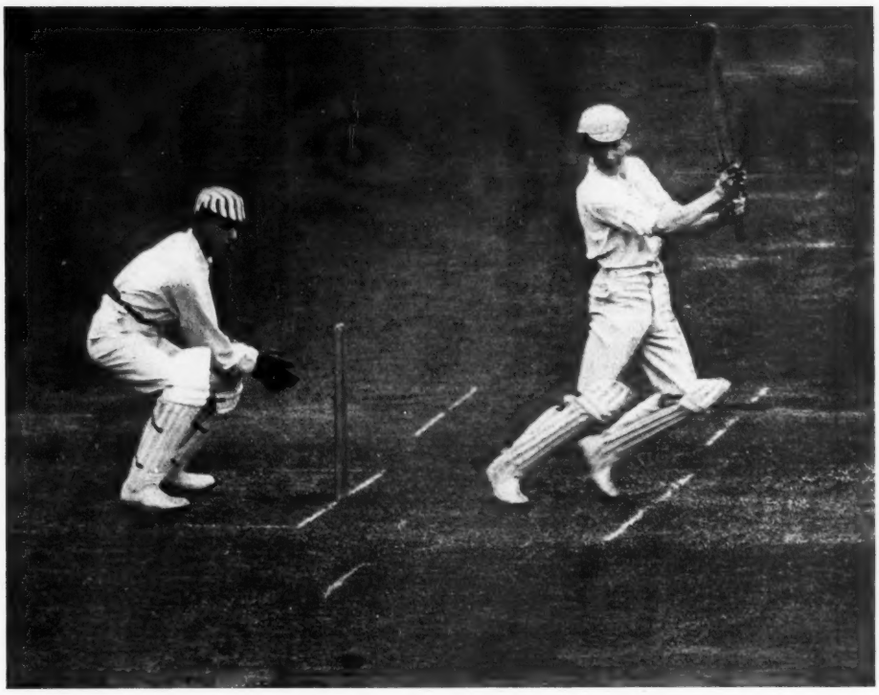
The specimen of Thitka-wood (Fig. 8) is of light mahogany colour with lighter streaks verging on to yellow; this also has a very close texture and an unusually smooth surface from the tool. Many of these woods are most suitable for parquet floorings and charming in their infinite variety; in some instances they are cheaper than oak, quite as hard, and infinitely more decorative.

It is impossible here even to mention by name the numerous other fascinating woods now on view in the present Holland Park Exhibition, but enough has been said to show the wonderful forest resources of the Indian Empire and the neglected opportunities in bringing to the public notice these beautiful and valuable materials capable of being used in every department of joinery, from constructional work to decoration and the delicate craft of the cabinet maker.

PERCY MACQUOID.

SOME IMPRESSIONS FROM LORD'S

By the Hon. R. H. Lyttelton.



W. W. HILL-WOOD, THE ETON CAPTAIN. A GOOD HITTER ON THE OFF-SIDE.

I REMEMBER many years ago meeting the late Andrew Lang on a wet afternoon at Lord's during the University match. "Such rain as this," he said, "should not be permitted on University match days, but should be reserved for political demonstrations." Andrew Lang loved cricket almost as much as he did Homer, and I often thought of this remark of his in the early days of last week. However, let us be thankful the Eton and Harrow match was finished, and if the talent was not very conspicuous, there was some plucky batting of the Harrow tail in both innings and a very good innings of 64 from Bennett. But it was the same thing as has occurred more than once in Harrow cricket in recent years. The Harrow boat carried too many passengers, for seven batsmen between them only made 59 runs. If ever a side had a good opportunity it was Harrow in the second innings, for, just before the first wicket fell, they had reduced Eton's lead of 56 to 17, and Bennett had shown that Hill-Wood, who had hypnotised the Harrovians in the first innings, could be hit. Then it was that Brand came out with what I think was the best sample of bowling of the match, for in quick time he got four wickets, and nine wickets were down for 114, of which Bennett had got 64—a very good and free-hitting innings. All honour must be paid to Collins and Lloyd, who clenched their teeth, hit Hill-Wood and all the other Eton bowlers, except Brand, and put on 64 runs. I do not say that there was much style in either batsmen, but some of their earlier comrades, on seeing them bat, must have sadly realised that they ought never to have allowed Hill-Wood to have bowled a maiden over. He mixes them up undoubtedly, but every over he bowls one ball at least that should be hit for four, and yet in the first innings the Harrovians allowed him to bowl nine maidens out of eighteen overs. In the second innings Bennett, Collins, Lloyd and extras made 141 out of 174, and the score sheet makes sad reading for the rest.

Eton had to get only 121 runs, and Hill-Wood took command almost at once, gave no chance, and was very good both at off-hitting and cutting. Enthoven and Lloyd are both fair bowlers; Lloyd changes his pace and Enthoven is steady, but it must be confessed that Harrow's bowling on the whole was weak, and, after Hill-Wood and Aird once got going, seemed to present few terrors. Both batted well, though not highly tested. Hill-Wood is a real cricketer and may go far as a batsman, for he appears to be full of confidence and, besides hitting well on the off-side is always watching the ball. Hill kept wicket well all through, and the fielding was up to the average on both sides.

The University match, in one sense, took us "no forrader," for it went no way at all to a solution of the question which was the better side. Though the weather caused the most horrible of all things—a drawn match—I confess, though I say it with bated breath, I found the cricket on the second day, when the ground was more difficult, more interesting than a match where every bowler looks impotent and every batsman unimpotent. Oxford were fortunate in winning the toss, for the wicket on the first day was very slow and very easy, and for such a wicket Cambridge had to rely on two bowlers. I thought that the turning out of Rotherham had been a bit rash, though who to turn out I cannot presume to judge. Considering the number of overs they bowled, Marriott and Gibson bowled very well, and Marriott, though not so likely to run through a side on an easy wicket as Bettington, is as good a bowler as either University has turned out since the famous S. M. J. Woods. He bowled well on the first day, but the ball turned too slow for effectiveness, and Bickmore and Bettington played well; no Oxonian except Stevens could look at him on the second day when the wicket was slightly drier. Keeping a professional accuracy of length, he made the ball turn much and quickly and two Oxonians were bowled round their legs. Gibson's analysis on the second day must have been good and Oxford could only add 76 for their last nine wickets. As Cambridge made 161 on the same sort of pitch for the same number of wickets some people may rather rashly infer that they were the better side, but Bettington more or less tied up all the batsmen except the light-hearted Gilligan, and he would probably have preferred a faster wicket. The Cambridge batting on the second day was no doubt better than Oxford's, and their total might very likely have been materially higher if Chapman had not run Partridge out and then, perhaps in a fit of remorse done penance by running himself out. In my last article I humbly ventured to assert that Betting on should be played with greater quickness of feet in jumping out to the right ball and certainly Gilligan played him in this style and punished him freely. Doubtless, there was nothing to be alarmed at as the match could not be finished, but, all the same, Oxford bowled and fielded their best, and I really thought my advice was sound when I watched Gilligan, for he cheerfully followed my advice to the letter. But the eyes of 10,000 are on the earlier batsmen of a side and expect great things, and this cramps them as a rule in the University match when meeting a bowler of reputation.

In no University match have two better fielding sides turned out. In an ordinary year Cambridge would have been reckoned great, but they were not quite so good as Oxford. Waldock, Hedges, Skeet, Jardine and Bickmore were all excellent; so were Chapman and the two Ashtons and Gilligan. There is really not so much to choose between them, and both wicket-keepers were up to the highest standard.

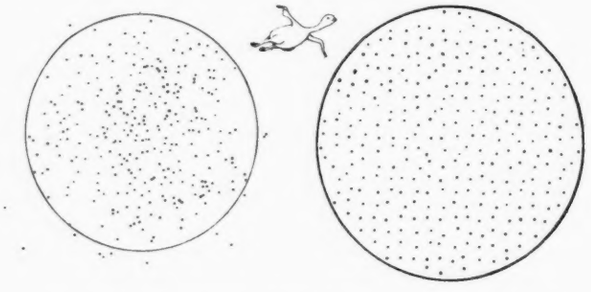
The Gentlemen's Eleven has now been chosen, and Chapman, H. Ashton and Wood from Cambridge and Stevens and Bettington from Oxford have been selected. H. Ashton seemed nervous in the University match, but some good judges are enthusiastic about his batting capacity, and he is a beautiful field; while Wood is good enough for any side as wicket-keeper. Stevens at the present moment is the best all-round cricketer of the two elevens. He is not a great field, as he is rather slow, but he plays like an experienced cricketer. Oxford seem to use him as utility man to get them out of difficulties, and rarely does he fail them. He never begins the bowling and goes in rather late, but his all-round play in this year's University match was characteristic of him. Of all the batsmen on either side, Chapman struck me as the most dangerous and the most likely to go far. He plays the game and is not a mere hitter, and his fielding can hardly be surpassd. In bowling, the Gentlemen will have to rely on Bettington almost as much as did Oxford.

PATTERNS AS THEY ARE AND AS THEY ARE SUPPOSED TO BE

By Max Baker.

IN the course of a conversation I happened recently to be having with Mr. Appleton, head of the gunmaking business of Henry Atkin, Limited, he declared himself conscientiously opposed to the publication of ideal gun performances in the patterning line. Often has he suffered from insistence by customers on a theoretical standard which in practice the best-bored gun fails to reproduce. His evident wish is that the gun, when bored true to specification, should be accepted without reference to how it may behave on test. Where I differ from Mr. Appleton is as to the persons who are really responsible for the false views so widely held by sportsmen. Technical shooting articles, so far as I have been responsible for their production, have described things as they really are. The gunmakers' tests have done the idealising, and, excellent mechanics as these men are, they deserve all they suffer when they are asked to prove their claims. Powder makers, on their side, used formerly to put forward an amazing string of qualities in phrasing which many will still remember, that is, low pressure, high velocity, moderate recoil, quick ignition, good penetration, even distribution of pattern, and so on. These terms of adulation were always meaningless, in that they did not denote any particular properties which could be proved by experiment to exist in any superlative or special degree in the products advertised.

Some years ago I took a photograph of a pattern which is entitled to rank as the picked best of a series fired under standard conditions. This pattern was projected exactly as it was photographed on to a sheet of drawing paper, the only artistic licence taken being to stamp each pellet mark as a perfectly black round dot. The result of my painstaking effort is shown in the left-hand sketch of the accompanying diagram. Having carefully counted the total of pellets, I re-arranged them with approximate evenness in the larger size circle which they were



AN ORDINARY PICKED GOOD PATTERN AND THE SAME NUMBER OF PELLETS HAVING IDEAL DISTRIBUTION.

competent to fill, on the supposition that none was wasted by striking unnecessarily close to another. The left-hand diagram shows the ordinary 30in. circle, that on the right the extra size of circle that would be covered if perfect distribution were attainable. A great advance in gunmaking would be scored if the result on the left could be faithfully reproduced on every occasion of firing, a triumph transcending the most optimistic dreams if that on the right could be secured. Many shooting men expect the result to be somewhere midway between the two diagrams, and they are naturally disgusted when they get quite a substantial proportion of patterns as much worse than the inferior pattern as the last named falls behind the other. The explanation of this conflict between results and supposition is that so many so-called results have been "faked" in the past.

Having said this much I may as well lift the curtain and show what is behind. None of my evidence is very definite, but it will serve its purpose in advancing the cause of truth. A man of very mature age told me many years ago that he once had the task of supervising the publication of one of our standard works on shooting. The block-maker had prepared illustrations taken from photographs of actual patterns. These were intended to emphasise certain recommendations. More than once the author returned the proofs with the instruction that redundant pellets should be removed from sundry dense clusters and that they should be utilised to fill the rather conspicuous blank spaces. His instructions were duly carried out, and the book so adorned occupies a place in my library.

Here is another incident, small in itself, but very valuable for what it teaches. Once when I happened to be in a gunmaker's shop I showed the very intelligent head of the concern a series of pattern results which had been obtained in some trials just completed. His remark was: "You surely aren't going to publish results like those. No gunmaker dare report such results to his customer." I replied that the barrel which had been used in the tests was of the best workmanship obtainable, every detail of the loading carried out on laboratory lines with picked material agreeing in all respects with standard, and, therefore, that those being the results, there was no alternative but to treat them as normal performances. His final remark was that I should be doing a service of untold value to gunmakers if I could convince sportsmen that cartridges and guns did in fact behave in that way, and that superior performances were only obtained either by a fluke or by manipulations which destroy the whole value of a test as such.

Yet another incident may be added to the list. A powder-maker once wrote to say that a certain gunmaker was obtaining perfectly phenomenal results with the powdermaker's powder when loaded into 3in. 12-bore cases, as intended to be used in a wildfowling gun. No less than 85 per cent. of the total pellets in the charge were regularly delivered into the 30in. circle at 40yds. I replied that such a result was in my belief impossible, and challenged a test under conditions to be supervised by myself. Both the powdermaker and the gunmaker put in an appearance, and a series of patterns was obtained showing an average result somewhere in the region of 65 per cent. Later, the gunmaker wrote saying that, having been determined to ascertain the cause of the discrepancy, he had considered all possible explanations and finally decided that the most likely was an incorrectly measured range at the shooting ground he was in the habit of using. Speaking from memory, the suppositious 40yds. proved to be something in the neighbourhood of 33yds. The letter concluded with a postscript note wondering how many hundreds of guns had been tested by different makers under these false conditions, for all used the same firing point. I may be permitted to interject here that the error was all to the advantage of the sportsman, for it checked the prevailing tendency to put too much choke into the barrels.

There can, of course, only be one way in which false results get into circulation. It is by passing the whitewash brush over any targets which are too bad to be recorded. Every sort of experiment is liable to include anomalies. Some of the most important researches advancing the cause of science and making known new truths of inestimable advantage to humanity necessarily depend on the process known as "fairing." That is to say, actual results are all over the place, but patient analysis may extract the hidden underlying law. A curve taking the mean of the more consistent results is drawn, and that curve is accepted as the ascertained law. Just how this highly scientific process came to be adopted in the testing of guns I have never been able to ascertain. Once, when an extra painstaking author of one of the lesser known shooting books was taking a series of photographs of actual typical patterns, his assistant, who later on came into my employment, told me how many shots he would have to fire before one worthy of reproduction was obtained. When the late Mr. R. W. S. Griffith delivered his wonderful lecture on gun patterns he showed by magic lantern slides the effect of every sort of mistreatment of his powder in the loading. Yet the sum total, as published later in pamphlet form, goes only to show that no matter how you load Schultze powder it is incapable of giving a bad pattern.

My own recipe has always been to tell the unvarnished truth. I almost rank as the discoverer of the cart-wheel pattern. Which is to say that its existence was not realised until I boldly announced that a pattern of fifty, sixty or seventy pellets in a series, otherwise averaging say 200, may be expected almost as a matter of course once in ten shots. Cart-wheel patterns are to-day an accepted fact. A barrel borer for the trade, who in his lifetime was one of my most valuable teachers, told me how often barrels came back for slight correction on the strength of shooting results above or below the desired standard. In most cases the boring would be so perfect that no possible excuse could be found for altering it. What happened? Either an imaginary process would be applied or the barrels would simply lie on the shelf, to be returned in a few days' time. Usually the correction which was supposed to have been made, and was not, earned the fullest approval.

The truth of the matter appears to be that the gun is credited with powers of even repetition which it does not possess. The imagined standard of performance is so firmly seated in the shooter's mind that he uses his weapons in all confidence. The result is that everybody is happy and satisfied, always excepting the ill advised gun purchaser who insists on seeing for himself. The inevitable blanks and patches which are then revealed to his gaze disturb him exceedingly. He has never heard of such a thing before, cannot believe that the gun is properly bored, and in consequence gives the trouble which stimulates the state of mind referred to at the commencement of this article. I plead not guilty to having propagated false ideas as to the standard of shooting observed by guns, good, bad and indifferent. My recommendation, delivered in the shooter's own interest, has been to adopt true cylinder boring, which can be relied upon to give at 40yds. a quality of pattern which would shake the confidence of all but the most discerning of sportsmen.

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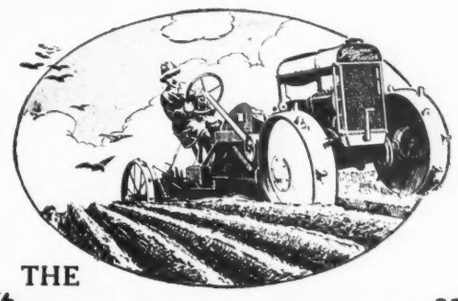
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"A" means Gargoyle Mobiloil "A";
"B" means Gargoyle Mobiloil "B";
"BB" means Gargoyle Mobiloil "BB".

Name of Tractor.	1919.		1918.		1917.		1916.	
	Sum	Win	Sum	Win	Sum	Win	Sum	Win
Alldays	BB	BB	BB	BB	BB	BB	—	—
Austin	BB	A	BB	A	BB	A	—	—
Avery	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	—	—
Blackstone	BB	BB	—	—	—	—	—	—
Case	—	—	—	—	B	A	B	A
Clayton	BB	BB	—	—	—	—	—	—
Cleveland	BB	A	BB	A	—	—	—	—
Clydesdale	—	—	BB	A	BB	A	A	A
Crawley Agrimotor	BB	BB	BB	BB	B	BB	—	—
Eros	BB	A	BB	A	—	—	—	—
Fiat	B	B	—	—	—	—	—	—
Fordson	A	A	A	A	—	—	—	—
Fowler	—	—	BB	A	BB	BB	—	—
Garner	BB	BB	BB	BB	BB	BB	—	—
Glasgow	B	BB	—	—	—	—	—	—
G.O.	BB	BB	—	—	—	—	—	—
Gray	BB	A	BB	A	BB	A	B	A
G.W.W.	—	—	BB	A	—	—	—	—
Holt Caterpillar (Model 45)	BB	A	BB	A	BB	A	BB	A
Kingsway	—	—	B	A	—	—	—	—
Mann (Steam)	Gargoyle Cylinder Oil L							
Martin	BB	BB	BB	BB	BB	BB	—	—
Mogul	BB	A	BB	A	BB	A	BB	A
Moline (Universal)	—	—	BB	A	BB	A	BB	A
Moseley (Illinois) Super Drive	B	A	B	A	A	A	—	—
Omnitractor	BB	BB	BB	BB	BB	BB	—	—
Overtime	—	—	BB	A	—	—	—	—
Petter-Maskell	BB	BB	BB	BB	BB	BB	—	—
Pick	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	B	A	B	A
Sandusky	BB	A	BB	A	BB	A	A	A
Saunderson	BB	BB	BB	BB	BB	BB	—	—
Suffolk Punch (Steam)	Gargoyle Valve Oil and Gargoyle Engine Oil Viscolite.							
Titan	BB	A	BB	A	BB	A	BB	A
Victoria	BB	A	BB	A	—	—	—	—
Wallis Cub Junior	BB	A	BB	A	—	—	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	—	—
Whiting Bull	B	A	B	A	—	—	—	—
Wyles	BB	A	BB	A	BB	A	—	—

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THE RAGE FOR RENOVATIONS

TULLE IN GREAT REQUEST—VOGUE FOR VELVET CLOAKS—THE NOTE OF PRUDERY.

THE craze and rage and talk of the moment in the world of dress is of renovations, and in this regard La Mode has never been in a more felicitous mood. The possibilities of tulle deserve a tome to themselves for the doing up of both day and evening frocks, while lace comes in a very close second. Silk, especially taffetas, has been so much worn during the season there is scarcely a wardrobe that cannot count one or more creations of this material which require to be overhauled and brought forth in some fresh guise, not to mention the invaluable service of taffetas merely as a foundation or basis for operations. The more delicate *nuances* which have doubtless passed once or twice through the cleaner's hands almost inevitably show evidence of that procedure in loss of body and resistance, essential characteristics of even the most *mousseline* qualities. When the only alternative is to cover or partially cover them up with a transparency a short peplum effect back and front, falling longer at the sides, is quite one of the most successful treatments, and one that carries out equally well in gathered or *plissé* tulle, also lace.

A delicate silver shot pink taffetas that started its career with a *bouffant* pannier has been entirely metamorphosed by a series of *plissé* flounces at either side of silver grey tulle. These are set on in a sort of crescent curve, the top one surmounted at the hips by a half circle of wee roses. Another of Nile green taffetas sufficed to yield only sufficient to fashion a loose back and front panel and handkerchief points for the bodice, which, when eked out with some silver run lace and a sash of pale old blue ribbon, resulted in a perfectly sweet and wholly fresh-looking dance frock.

Although not specifically designed for a renovation, the accompanying illustrated model, nevertheless, might well be accepted as such. The colour suggested is rose pink taffetas, with draperies of soft blue silk net run with silver thread, the hem of the skirt bordered and *ceinture* made of crushed silk anemones. There is something extraordinarily attractive in the loose *dégagé* arrangement of the embroidered tulle fichu, although it is a type of bodice that would require to be worn with a certain amount of care and circumspection.

Velvet bodices allied with tulle and lace skirts in tone or some sharp contrast are finding a considerable amount of favour. Such contrasts as deep tangerine orange velvet with brown tulle, delphinium blue and parchment-coloured lace, or Morland blue and black—a daringly original and most successful venture—never fail to attract appreciative attention.

There is already considerable evidence that velvet is destined to play a bigger part than ever in the forthcoming autumnal modistic campaign, a particularly coveted possession already being a picturesque cloak of black velvet, arranged on the approved *paysanne* lines, with deep draped yoke collar and wondrously lined. Worn in conjunction with a filmy gown of lace or Georgette, these velvet cloaks have an inexpressibly artistic appearance, the lining frequently accentuating the colour of the gown, although for quiet, restrained *chic* there is nothing to surpass an all black scheme.

It is frequently now remarked, and with truth, that fashions are in a chaotic state; but how few realise that this condition is the inevitable result of international unrest and the democratic phase through which we are passing. Clothes from time immemorial have reflected the spirit of the age. Wending its way, however, like a silver thread through the weaving is an attractive suggestion of prudery, hinted at by the high, buttoned-up day bodices, less extreme evening *décolletage*—and we have quite seen the last of bodices *sans* back, *sans* sleeves.

L. M. M.



AN ATTRACTIVE EVENING GOWN.

This creation in rose pink taffetas, with draperies of blue silk net, offers a happy suggestion for what the American woman calls "making over."



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Pearl Barley shou'd on no account be used, as it is frequently adulterated with Franch Chalk which is most injurious to the system.

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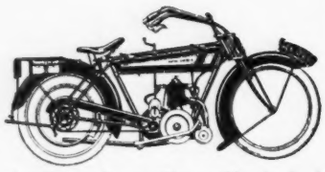
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From the Editor's Bookshelf

Memories of a Marine, by Major-General Sir George Aston, K.C.B. (Murray, 12s. 6d.)

SIR GEORGE ASTON'S "amphibiograph" embraces a long period of activity—from 1879 to 1913. It is a record of development, initiation and improvement in the Services, written in a soldierly, unassuming way, and reading deeply between the lines we can see that the author himself played an important part in the institution of many necessary reforms. He worked for the introduction of the Navy Defence Act, he was actively employed in the establishment of the Naval Intelligence Department, he watched the initiation of the Naval War Staff and the General Staff of the Army. He was in active service in Egypt, as is testified by a most interesting description of a battle in square formation against the Arabs at Tamaai, where, thanks to the poor musketry of the enemy, the author and most of his company escaped with their lives. He was in South Africa during the war and he took part in establishing the new conditions which were to govern that country. But, whatever Sir George Aston was doing, wherever he was, he never forgot that he was a Marine, and a deep and stirring pride in his corps runs through the whole book. He has worked untiringly and passionately for the alleviation of the lot of his fellow-officers and men, and to him we feel certain is due much of the vast improvement in the conditions of the Marine Service to-day. The Service still, however, offers no prospect to its members of a career in the higher ranks. Sir George Aston is a real sportsman, his criticisms are always fair, and he is not embittered by the unfairness of a system from which he has suffered, a system which will offer rewards to one branch while it leaves the other unrewarded. As an amphibious member of the Services with ambition for the welfare of both, it may be mentioned as one of his highest achievements that Sir George Aston inculcated a greater sympathy than had ever existed before between the officers of the Army and Navy. That such a combination of spirits results in an amalgam wholly desirable and to the improvement of both is to be seen personified in the author himself. He is breezy, broad-minded and fearless, with the tang of the salt sea on his lips, but he has also the reserve, the tenacity, the shrewd commonsense and the sacrificial keenness of the soldier who devotes himself to his Service. Sir George Aston is, above all things, a lover of his men. —"You were only their fathers, I was their officer."

The Grey Wave, by Major Hamilton Gibbs. (Hutchinson, 10s. 6d.)

WHAT was passing in the mind of the British soldier, officer and man, before and after action, has often been a subject of wonder to the stay-at-homes, who could not, perforce, share the experience of the men who were facing death every minute of their day. Into the Kingdom of Heaven ye cannot enter but as little children, is perhaps the key that will open the door of understanding for us. At any rate, it would seem so after reading Major Gibbs' splendid account of life at Salonika and in France. Simplicity—the simplicity of the child who accepts discipline as a necessary part of life—shines out as the hall mark of those who endured the horrors of existence on the battlefields of France and in every part of the world where the grey wave was poisoning the earth. Major Hamilton Gibbs was in close touch with all ranks, first as trooper in the 6th Lancers, and finally as Major in command of a battery. He is a strong man, a man of judgment and sympathy, and delightfully simple and human himself, and we can trust him absolutely to reveal things in their true light. But with this simplicity there is always the questioning: "What does it all mean? How has this come to be? Where does it lead?" and the bitterness of truth sometimes fills the simple hearts with despair. "We found truth while we practised war. Let us carry it to the practice of peace."

Beauty and the Beast, by Stewart A. McDowall. (Cambridge University Press, 7s. 6d.).

MR. McDOWALL, in a book which deserves a more dignified title than *Beauty and the Beast*, develops and carries Croce's theory of æsthetics a step further along the road to truth. Beauty is the expression of intuition, says Croce. "Love is relationship, beauty the expression of relationship," is the basis of Mr. McDowall's argument. Beauty is expression, beauty is eternal and ever new, beauty is both subjective and objective, through beauty we get into touch with reality which is the mutual activity of love, "the knowledge of love is beauty's very self," and, finally, "the ultimate meaning and purpose of life is personal relationship." This is the structure of Mr. McDowall's philosophy. And then, with the question of personal relationship, comes inevitably a consideration of the claims of the psycho-analyst. But here we are not quite sure that the author altogether grasps the intricacies of psycho-analytic argument; at any rate, he is not satisfied with what he believes to be the conclusions of Freud and Jung—he would raise love to a higher level than that on which he conceives them to have put it. Mr. McDowall's reasoning throughout is consistent, convincing and independent, and, altogether, we believe his thesis to be worthy of serious consideration.

The Garden that We Made, by the late Crown Princess of Sweden. (The Religious Tract Society, 10s. 6d.)

IT was a fairy garden worthy of the "Flower Princess" who dwelt in it, and it was the Princess herself who, with magic in her hands and love in her heart, transformed the neglected, but beautiful, grounds of Sofiero into a paradise of blossom. She believed that the flowers knew of her love for them and that they gave of their best in return, and so do we believe. The book is written quite simply, and even shyly, but so beautifully that a living picture unfolds itself as we read, and we find ourselves wandering up garden walks, where a glorious wealth of colour meets the eye, to the old-fashioned sweet-scented herb garden, over lawns which lead to flower-laden rockeries and lily ponds, and then to the children's garden where, with tender thoughts the Princess lingered lovingly as she wrote. She was a wonderful mother to her children and to her flowers, and the glory of her love will live in this garden which she made. The volume is illustrated with reproductions of sketches in oils by the Crown Princess and with photographs taken by the Crown Prince and the Crown Princess of Sweden.

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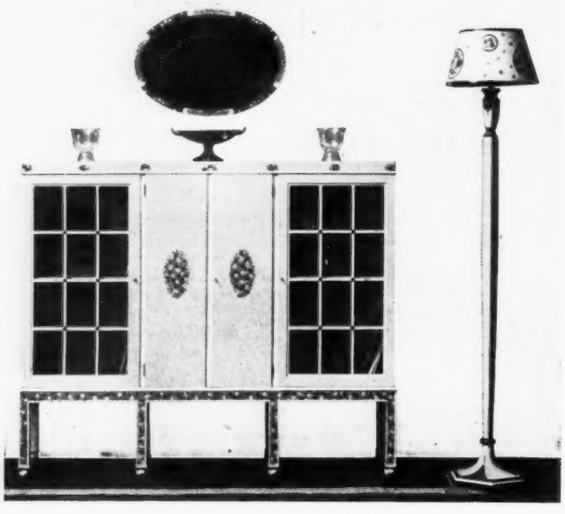
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TO BE NOTED

THE NEW APPRECIATION OF COLOUR.

NO one who visits the exhibition of coloured furniture and pottery which was opened recently at the Mansard Gallery at 195, Tottenham Court Road, W.1, and will remain open during the month, could fail to realise the originality and freshness, the novelty of outlook which Messrs. Heal and Son are bringing to bear on the question of colour in the home. The introduction of colour by means of painted furniture, hand decorated, or, where a less expensive and striking effect is desirable, colour-combed, is very much in keeping with the modern feeling in decoration and gives an opportunity for enhancing colour effects such as our immediate predecessors can scarcely have imagined. Decorated glassware and pots and bowls in papier-mâché are also exhibited in most desirable shades; and swags of papier-mâché fruit, hand coloured to accord with the frame of a similarly ornamented mirror, strike an entirely new note in simple and pleasing wall decoration.



MUSIC CABINET AND LAMP, PAINTED YELLOW, WITH MANY COLOURED DECORATION, AND PAINTED TRAY.

FOR HAPPY HOLIDAYS.

Holidays are in the air just now. Everybody one meets is talking of holiday-making, holiday plans and holiday packing. People who spend most of the year at work in offices or studios are intending to pass several weeks now in the open air, sea bathing, motoring, or at tennis in hot sunshine. Most people if they pause to think will remember that in other years this sudden change was apt to have an unpleasant effect on the skin, redness, inflammation and soreness being the result of too insistent defiance of sun, wind and sea air. The wise holiday-maker this year will take among her effects a bottle of Lotion du Docteur Dalcrose. This, which is applied like liquid powder, soothes the skin irritated by sunburn and quickly removes its tiresome after-effects. It may be obtained in bottles at 2s. 6d., 4s. 6d., 6s. 6d. and 8s. 6d., from the makers, Messrs. Dubarry et Cie., Parfumeurs, 81, Brompton Road, London, S.W. Messrs. Dubarry have issued a list, which they will send on request, of toilet requisites of special value to travellers. Among the preparations "Flygo," which drives away flies, midges, gnats and mosquitoes, will prove itself a boon to many.

FASHIONS FOR LITTLE FOLKS.

There is a very great deal to be said for the arrangement made by Messrs. William Rowe and Co. of 106, New Bond Street, who throughout the month of July will make a special display of autumn and winter models in children's outfittings. Any mother in town for the July sales will do well to take this opportunity of seeing the new autumn styles for the wear of the "tiny folk" and the young folk and the schoolboy and schoolgirl folk. Indeed, after sale time's hurry and bustle the cool and restful atmosphere of Messrs. Rowe's establishment and the courteous personal attention for which they are well known will make a visit a very restful way of spending an hour or so.

FOR THE CONNOISSEUR OF SILVER.

In the stream of catalogues beginning again, after the drought of war-time, to flow in full flood there are many that stand out notably, but even so Messrs. Mappin and Webb's new Catalogue of Antique Silver, chiefly Georgian, will not be overlooked. It is made up in the most delightfully handy form, not as the conventional book, but consisting of sheets of illustrations tied together at one corner: and the pictures, being in photogravure, reproduce with extraordinary success the delicacy and fine workmanship of their subjects. The catalogue includes an important collection of the work of Paul Lamerie. The latter includes a set of six waiters with very pleasing engraved designs, and a pair of plain but elegant tankards dated 1735. The work of many of the famous silversmiths of the period is represented, and the connoisseur of silver will find the catalogue both interesting and beautiful.

CARPETS FOR WEAR.

The question of carpets takes a foremost place in house-furnishing matters to-day, for prices are high and it is necessary, on that account, to be very careful as to their good wearing qualities. The "Pentagon" carpets which have been specially designed for Harrods (London, S.W.1) fulfil this condition to perfection, as has been proved by a test undertaken by Harrods themselves. A "Pentagon" carpet was laid down in a much frequented part of their stores, where daily and hourly many people came in straight from the streets and walked over it. When it was estimated that more than 100,000 people had walked over this carpet it was taken up and inspected, and no appreciable damage was to be found. The actual carpet is on view in Harrods' Carpet Galleries, and everyone interested can satisfy themselves as to its condition. From the point of view of price "Pentagon" carpets are equally satisfactory. They begin at £2 12s. 6d. for a carpet 7ft. 6ins. by 4ft. 6ins., and their largest is 15ft. by 11ft. 3ins., costing £13 2s. 6d. There are six intermediate sizes. Their texture is very much that of Brussels carpets, and anyone who has had experience of these knows how excellent their wearing qualities are. There are so many styles and colourings that it would be difficult to imagine the room for which a "Pentagon" carpet would not be a happy choice.

A MID-YEAR CALENDAR.

The Royal Mail Steam Packet Company follow again this year their wise plan of issuing their Calendar at Midsummer, when it stands practically alone, instead of at the beginning of the year, when calendars, falling thicker than leaves in Vallombrosa, receive less attention. Drawings, chiefly South American scenes, by Fred Taylor, are given with, on alternate pages, illustrations of the extraordinarily fine accommodation on some of the Company's vessels.

THE ROYAL ARTILLERY.

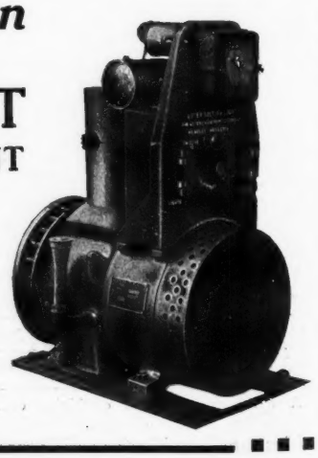
A parody of "Old King Cole" sung by our gunners during the war declared that "There is none so fair that they can compare with the Royal Artiller-ee." A great many people, whether or no they subscribe entirely without reservation to the sentiment of that song, will be pleased to hear that Messrs. John Player and Sons, Castle Tobacco Factory, Nottingham, have issued a series of twelve cards, beautifully printed in colours, each representing some branch of the Artillery in action. A number of sets are held for distribution among those interested in the Army, and readers of COUNTRY LIFE who send 9d. in stamps to Messrs. John Player and Sons will receive them, post free.

KING'S COLLEGE FOR WOMEN.

Very prominent in the minds of educationists is the excellent work which is being undertaken by the Household and Social Science Department at King's College for Women, Campden Hill Road. The College is rapidly obtaining a world-wide reputation, and students have come this year from France, Italy, Norway, the West Indies, Nigeria and many parts of the British Empire. It fulfils a duty of the utmost importance in helping to meet the demand for administrators of domestic matters in colleges and schools, for teachers of scientific housewifery, for housekeepers and for managers of canteens and hostels for working girls and women. The centre of the very fine, though as yet unfinished, building on Campden Hill both architecturally and educationally is the household work department with its model teaching kitchen, laundry, scullery and pantry. With adequate financial help the building could be completed and a magnificent educational field would be open to a far larger number of students than it can at present accommodate.

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THE EXHIBITION OF PRINTS AND DRAWINGS AT THE BRITISH MUSEUM

By Campbell Dodgson.

THE exhibition now displayed on the upper floor of King Edward VII's Galleries at the British Museum, which have just been made once more accessible to the public, is intended to serve the double purpose of conveying to visitors some idea of the immense accumulated wealth of the department, and of showing them representative specimens of the very numerous acquisitions which have come in, largely as the result of benefactions, since 1914. Unfortunately the construction of the building, which is a single very long and lofty gallery without any natural divisions, makes it almost impossible to arrange the different contents of the exhibition in such a way that the uninitiated visitor can readily grasp where one section of the exhibition ends and another begins.

Since the gallery was closed, owing to the exigencies of war conditions, four and a half years ago, no drawings by the old masters have been exhibited in any public gallery in London, and it was thought that the principal wall space could not be devoted to a better purpose than to display some of the very best drawings in the Museum, quite irrespective of whether they were newly acquired or had ever been exhibited before. Even if they had, it was years ago, and a new generation of art students has sprung up that cannot possibly remember the splendid exhibitions of drawings arranged by Sir Sidney Colvin in the old gallery in the White Wing in 1895, 1899, 1901, 1910 and 1912, or even the exhibition with which the new gallery was inaugurated just before the war. A large part of the wall space on the southern side is, accordingly, devoted to drawings of the Italian school, while a still larger stretch of cases on the northern wall contains a selection of French, Flemish, Dutch and German drawings. Here, mixed with a few recent acquisitions and old drawings that had never previously been exhibited, will be found many of the famous masterpieces from the Sloane, Cracherode, Payne-Knight, Malcolm and Salting Collections. The Italian specimens start with Fra Angelico and include Botticelli's "Abbondanza," Benozzo Gozzoli's "Santa Fina," drawings by Lorenzo di Credi and Pollaiuolo; Leonardo da Vinci's splendid "Head of a Warrior"; Michelangelo's studies for the "Isaiah" of the Sistine Chapel and a magnificent figure in the "Cartoon of Pisa"; a sheet of studies by Pisanello and a whole group of drawings by Mantegna; several examples of Raphael; landscapes by Titian and Campagnola; some of Tintoretto's studies for pictures, of which the long "Assumption of the Virgin" in *grisaille* is much the most beautiful; and a few drawings by later masters such as Guercino and Tiepolo.

The French school is not so well represented in the Museum as the others, but there are notable exceptions, such as Clouet, Claude Lorrain and Watteau, of whom fine specimens are shown; the three landscapes by Claude could hardly be surpassed, and each sets off its neighbour in a perfectly harmonious scheme of warm but quiet colour. A novelty is the richly coloured and gilt design by Mignard for a ceiling, whether in Versailles or one of the other palaces is not recorded. Of eighteenth century drawings a Cupid by Boucher, a Sicilian landscape by Desprez, a Carmontelle, a Fragonard, a Huet, and two exquisite pencil and water colour sketches by Gabriel de St. Aubin may be mentioned. The French drawings end with the finest Greuze in the Museum, the engraved "Retour de Nourrice," and a study of a rhinoceros by Oudry.

A matchless silver point portrait of a man, which is no longer attributed, as it formerly was, to Van Eyck, opens the Flemish series. The Museum drawings by Lucas van Leyden are unsurpassed, and five of these are exhibited. A quaint "Orpheus Playing to the Beasts," by Pieter Koeck, and a very rich design for tapestry, attributed to the same artist, should be noticed before the visitor passes on to the small but carefully chosen selection of drawings by Rubens and Van Dyck. The beautiful landscape drawings in water colour by each of these artists may probably come as a surprise to many. The other Van Dycks include his "Venus and Adonis," a study for an equestrian portrait of Charles I, two magnificent greyhounds, and a fine large study for a portrait of the Earl of Arundel.

In the Dutch group, half the space is given to Rembrandt, and the score of drawings exhibited represent all the range of his astonishing and versatile genius. It is difficult to praise the "Serving Maid Holding a Candle" more highly than the "Elephant," a tiny landscape sketch in sepia, or the life study at the end; each is absolutely first rate in its way. The other Dutch drawings, including beautiful specimens of Ostade, Berchem, Ruysdael and Cuyp, represent the school as fairly as a very limited space allows, and make a charming and harmonious assemblage. In the German group the matchless landscape in water colour by Dürer and Holbein's portrait of Margaret Roper are likely to be most admired.

The English drawings exhibited are very numerous and differ from the foreign ones in being entirely new acquisitions since 1914, so that no attempt has been made to represent the whole of British art, though the order, so far as it goes, is chronological. Historians may note the quaint *gouache* by Goupy of Sir Robert Walpole addressing the Cabinet, and the group of drawings by an almost unknown Somerset artist, Richard Phelps, who was a fellow student with Reynolds under Hudson. A fine and unusual portrait in water colour by Gainsborough and a very characteristic example of George Robertson, a "person of importance" in his day, but now almost entirely forgotten, somewhat incongruously flank a group of the exquisite Dante illustrations by Blake, of which the Tate Gallery owns a more numerous series. Lady Waterford and Sir Edward Poynter are among the Victorians most strongly represented; but the visitor should seek out specially, for he might easily overlook it, the very lovely little water colour called "The Rock and Castle of Seclusion," drawn in 1861 at Broadmoor by the lunatic, Richard Dadd, which was bequeathed by the late Mr. Robert Ross. It is a little masterpiece, a gem of colour and invention, and one of the most exquisite things in English art. Among many other English drawings of more recent date, the beautiful landscapes and figures by P. F. Gethin, who fell in the war, three very lovely water colours by Steer, and a group of studies by other living artists, including Tonks, John, Rothenstein and Kennington, may be mentioned. A large selection of the already famous drawings of the war by Muirhead Bone is intended to be succeeded, after an interval, by the less known sketches made by Mr. James McBey as official artist to the Egyptian Expeditionary Force.

Recently acquired foreign drawings will be exhibited later, but an exception has been made in favour of a group illustrating French art of the nineteenth century, from David and Géricault to Pissarro, Rodin and Degas.

The prints exhibited are also very numerous, and most of them are recent acquisitions. They include a few choice woodcuts and engravings of the fifteenth and sixteenth centuries, including a lovely circular Madonna by "E. S.," of which only one other impression—at Vienna, much inferior to this—is known, several very rare Dürer woodcuts, Florentine engravings and colour-printed woodcuts after Pordenone and Parmigiano. More popular than these will be the first instalment, numbering about one hundred and fifty engravings, of the great collection given in 1917 by that most generous benefactor, Lady Lucas, in memory of her brother who lost his life in flying. The engravings at present exhibited are nearly all English, from 1780 to 1820, including many fine colour prints of historical, naval, topographical and sporting subjects. Two colour prints by Pollard in "mint" condition share a screen with four of Charles Turner's fine mezzotints of game birds after Barenger, also of first-rate quality. American visitors are likely to be interested in a selection of views of Baltimore, Washington and Philadelphia, quite countrified little places, engraved about 1800–1806, after Beck of Philadelphia. The engravings from other sources include what appears to be the very earliest of English aquatints, "Boys blowing Bubbles," after Wright of Derby, by P. Burdett, who used the process even earlier than Paul Sandby, generally described as the first English engraver to employ it. An adjoining show case contains, on one side, sketch-books, including two by Samuel Butler, author of "Erewhon," and others by Berchem, Callot, Loutherbourg, etc., and, on the other, a little group of MSS. from the Huth Collection and others, with fifteenth century engravings inserted, and a group of sixteenth century illustrated books. Yet another section is devoted to modern etchings. Beginning with Meryon and Bracquemond, it includes specimens of Pissarro and Degas, some rarities by Whistler and Muirhead Bone, then a small selection of etchings by Sir Charles Holroyd and by a few of the younger living etchers, such as E. S. Lumsden, F. S. Unwin, F. L. Griggs and G. L. Brockhurst.

Enough has been said to show how various and comprehensive the exhibition is, and how it endeavours to illustrate the continuity of art in Western Europe from the fifteenth century to 1920. The contents of the gallery will be varied from time to time, as the arrangement is informal and not recorded in any printed catalogue.

ARE PHEASANT COVERTS INCONSISTENT WITH FORESTRY?

By Max Baker.

At the present time forestry is very much on the tapis. We are told that, as a nation, we get top marks for talking about the subject, but are bottom of the class for accomplishment. The official attitude of the past towards such forestry as has been practised by the game preserver is well exemplified by the following extract from the Second Report (on Afforestation) of the Royal Commission on Coast Erosion and Afforestation, etc. (1909):

> Considerations of sport have played an important part in determining the method of management in our woods. Clean boles, with high-pitched crowns, the exclusion of the sun's rays, and ground destitute of grass, weeds and bushes, are not conditions favourable to either ground or winged game. On the contrary, trees that are semi-isolated and with low-reaching branches, and a wood that is full of bracken, brambles and similar undergrowth, present conditions much more attractive to the sportsman, and it is these conditions that many landowners have arranged to secure. Ground game, too, has been the cause of immense destruction among the young trees, and thus it has, in a measure, directly brought about that condition of understocking which is so inimical to the growth of good timber and to the successful results of forestry. Nor is it possible in the presence of even a moderate head of ground game to secure natural regeneration of woodlands, the young seedling trees being nibbled over almost as soon as they appear above ground. So intimate is the association in the United Kingdom between sport and forestry that even on an estate that is considered to possess some of the best-managed woods in England, the silvicultural details have to be accommodated to the hunting and shooting, and trees must be taken down in different places to make covert for foxes and so on.

Here we see that the only people who have planted trees on anything like a large scale and whose woods were shorn bare to supply the national necessity during the war, were not very kindly spoken about in the year 1909. In point of fact, there is probably blame on both sides, on that of the Government of the day for not having directed and utilised aright the sporting motive for installing woods, commonly spoken of as coverts, and on the landowners' side for not having explored more thoroughly the possibility of making pheasant coverts serve the purpose of timber production as well as that of bird shelter. The two interests are supposed to have been at loggerheads, and the idea has grown up that the true forest is impossible as a game covert, and the last named a travesty of what forestland should be. The confusing of rabbits with game is, of course, unpardonable, and such out-of-date notions should be eradicated as soon as possible.

The few practical and administrative foresters I have met have held very vague ideas as to the particular requirements of a pheasant covert. In fact, the belief seems to be general among the uninstructed that pheasants must nest in coverts and must find large stores of natural food therein. Shooting men are aware of the pheasant's partiality for nesting in the hedgerows and for remaining in the fields until the approach of cold weather drives them to the woods for shelter. The rearing field, again, is not in any sense a wood, and the pheasants do not see their proper habitation until they are taken there, the coops with the foster-mothers inside being placed along the rides.

These and similar details are not so much a subject of present interest as the necessity or otherwise of the typical arrangement of a pheasant covert, that is, trees sufficiently widely spaced to permit a dense undergrowth to flourish. This is where the assumed typical pheasant covert outrages the idea of correct forestry. Whether this form of growth is due to the gamekeeper or results merely from the haphazard methods of the past is a very complicated question. My own experience, based on numerous conversations with keepers, is that they have had to make the best of the woods as they find them, and that their wishes are seldom consulted as to the clearances and planting they would have carried out to enable them to do their work to the greatest advantage. Foresters, again, have usually struck me as carrying on their work without deference to the interests of game. Certainly the majority of woods were planted before game preservation attained its modern importance. I remember one wood in particular where an intending tenant terminated the negotiations by remarking that as far as he could see it would require a regiment of soldiers and a pack of fox hounds to beat it properly. Certainly that wood was never planned with pheasant shooting in mind. On another estate, where I well remember the difficulties of driving, the woods were all placed in the hollows, the line of guns being forced to stand on slopes actually looking down on the trees. Here, again, game-shooting requirements were the last thing thought about. Then, what about the woods and coppices which were originally installed and have been continuously managed for the supply of hop poles and bean and pea sticks? Instances could be multiplied, but enough has been said to indicate that the average pheasant covert of pre-war days was not planned at the time of its inception according to game shooting requirements, and has in very few instances been specialised for that purpose afterwards. The keeper, being an adaptable person, has taken conditions as he found them and has made the best of them.

The present forestry scheme of the Government is only as yet taking shape. My own concern with it is limited to shooting, but I have nevertheless been at pains to enquire as to the probable trend of its development. Finance very naturally dominates a situation where the present generation spends in order that future generations may profit. The stimulating principle is the knowledge that had our present woodlands been planned and managed with due regard to the science of forestry, the owners would have been enriched and the country have available much needed reserves of timber. Again, there are the large potential forest areas which have never been planted. This mismanagement and neglect in the past have stimulated the desire to establish forestry on co-operative lines as between the Commission on the one hand and the owner on the other—nothing more or less than Lord Lovat's idea of a dozen years ago, which ensures supervision, free of cost, and local experience. Private enterprise unaided will doubtless be left to deal with the smaller class of wood (say, of less than 100 acres) which, nevertheless, accounts for a large proportion of our afforested area, and might account for more. By means of suitable propaganda work the woods which have been denuded of their contents during the war might be re-planted according to the best principles and not with the lack of understanding which has made the existing timber crop of such poor value. On the psychological side a very important argument must be borne in mind. Woods, when described as pheasant coverts, cast some sort of reflection on the proprietor, especially in these days when the cry has gone forth to extract the utmost value from our limited territory. For the future, forestry should be the prime purpose, pheasant shooting the by-product. Rabbits have no place in either scheme. I am assured on the highest forestry authority that there is no inherent antagonism between forestry and game, and I attach very great importance to this assurance.

In a very elementary way, for I am capable of no other, I will attempt to lay down the distinction between true forestry and go-as-you-please timber tree planting. The essential requirement of marketable timber, as indicated in the above extract, is that the bole shall be of maximum height, free of branches and therefore only taper to the extent that there are more age rings at the base than the top. This result is not obtained by pruning the lateral branches, but by close planting. Therefore, true forestry consists, apart from selection of species with due regard to soil and other conditions, in covering the allotted area so densely with trees that the lateral branches shall automatically wither away as soon as they have ceased to form part of the top canopy. The same condition checks too free a growth, with its consequent abnormally broad rings and general poor quality of texture.

For the purpose of ascertaining what forestry amounts to in practice I sought instruction from Colonel Bernard J. Petre, J.P., of Westwick, near Norwich. Though Colonel Petre describes himself as a small man in the forestry sense, interest in the science is a hereditary possession, for his medals include one granted to his grandfather just a hundred years ago, besides others which are the result of his own work. Colonel Petre is a member of the Advisory Committee, of which Colonel G. L. Courthope, M.P., is Chairman, hence his qualifications are very complete. The wood of his planting which most took my fancy as best illustrating the conditions of the forestry pheasant covert was a 10-acre plantation, some fourteen or sixteen years old. It consisted of Douglas pine. Inside was the impressive twilight effect of a much-windowed cathedral. The trees stood straight and slender, not arranged on any rigid geometrical plan; therefore the effect was most artistic. The great feature of this wood was the canopy, an unbroken overhead latticework of translucent green. Of undergrowth there was, and could be, none. Nevertheless, there was a sense of privacy due to the completely sheltered sides. In this case the marginal trees were of the same species as the others, but COUNTRY LIFE in recent issues, when commenting on the great forest fire in Scotland, has pointed out that the bordering trees should be of a deciduous and fire-resisting nature. In either event the outside trees are clothed with branches right down to the ground. From the pheasant point of view such a wood may certainly rank as warm and free of drip; moreover, the carpet of needles would provide endless opportunities for scratching. It could be beaten with the greatest ease, and not a bird be left behind, but pheasants could not well rise out of it, they would be forced to run to the edge where a clear space beyond would put them on the wing. In the case of Douglas fir, Colonel Petre explained that though the lateral branches wither, they do not, as in the case of larch, become brittle and fall away. In this wood they had been pruned back to the stem for some 6ft. in height, so affording a clear view and ease of walking, but where they had been left the tangle was very complete.

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The first point made clear by this specimen of forestry was that the unit size of plantation is but ten acres; Colonel Petre, in fact, assuring me that no matter how large the area he was dealing with he would plant it in ten-acre squares with spacious rides between. He emphasised the fact that the rides could be fashioned and dealt with in any manner that would promote the requirements of shooting or any other purpose. He also pointed out a number of adjoining newly planted areas, some where the young trees, with bracken and briars intermixed, formed the densest of low covert, and others, again, where the trees were no bigger than ferns, so that the ground they occupied would rank for the time being as bare. A very perfect pheasant drive was, in fact, enjoyed on this very piece of ground. The birds were driven into the low covert and rose readily from its edge because of the bare ground beyond. The guns were placed well back—a point too seldom receiving proper attention—so that the pheasants which came over were shown to the best advantage.

At the moment there appears to be no authoritative handbook laying down the present agreed specification of correct forestry. The report already referred to contains a large body of practical and statistical information, but the changed financial conditions have thrown out of date the whole of the calculations as to the cost of planting. Even on such a permanent-seeming question as to the number of plants per acre the report cannot be accepted as reflecting current ideas. For instance, Colonel Petre has decided, after long observation, that the best distance apart to plant trees is 4½ft. Taking the acre as 7oyds. square, this gives forty-six trees in a row and, allowing for straddling, fifty-three rows, the total being 2,438 to the acre. In practice this mathematical exactitude is seldom possible. The report names 4,000 as the standard number when notch planting is adopted, and 3,500 under a system of pitting or holing. Originally Colonel Petre planted much closer than he does now, and it is more than possible that his experience is shared by others. Similarly, one would like to know what modifications may be necessary in the planting estimates contained in the report, that is, 800 to 1,000 trees per man per day by the notch system, and an average of 250 by holing.

AMERICA AND THE DAVIS CUP

BY fairly and squarely defeating first France and then England, without losing a single match in either contest, America has established her right to challenge Australasia for the Davis Cup quite incontestably. The Centre Court at Wimbledon was not overcrowded last Friday and Saturday, when the deciding matches were fought out; but this was, perhaps, quite as much due to the popular impression that our men had only a very slim chance of winning as to any lack of interest in the Davis Cup Competition itself. Before the first match I asked three good judges of the game what they thought would happen. One said it was any odds on America; another that he thought we might just scrape home; the third, with some deliberation, that he thought it was about 7 to 5 against us. The third turned out to be a pretty accurate prophet; in the three matches which decided the issue (two singles and a double) Kingscote and Parke won 55 games against 77 won by Johnston and Tilden; and that very fairly represents the difference between the sides—a superiority that was not overwhelming but quite big enough. We were beaten, but we were not disgraced or even out-classed. And so Sam Hardy, the American captain, has brought his men through the preliminary stages successfully. He may be—and doubtless is—very well satisfied; captaining a Davis Cup team is not a very easy job, especially when your second strings are so inconsiderate as to beat your first strings and carry off a World's Championship in doubles, as Williams and Garland did. And I have no doubt they would much rather have played for their country in the Davis Cup than have won their championship. Still, a championship is some consolation, and they would be the last men in the world to question their captain's decision to stick to his original intentions as to the construction of his side. When the victorious Americans get to New Zealand in the winter for the Challenge Round they will take a lot of stopping by the best Australasia can produce.

The holiday tournament season burst into full flower last week with meetings at Ashby-de-la-Zouch, Shrewsbury ("tournament," by the way, seems to be a word having a natural connection with these two places), New Forest, Frinton-on-Sea, Reigate, Leamington and Nottingham, to say nothing of the Irish Championships in Dublin, and the Welsh at Newport. At Nottingham the South Africans were the bright particular stars, C. L. Winslow winning the singles and beating L. Raymond in the final, while they won the doubles in partnership. Raymond and Mrs. Larcombe very nearly lost to Mr. Winslow and Mrs. Winslow in the mixed, but once the danger was over, won easily at the finish. Another South African, C. R. Blackbeard, went to Frinton, where he renewed his Epsom duel with F. G. Lowe, but this time got the worst of the encounter. Lowe played extraordinarily well at Frinton, which was a very large and very successful meeting, and won the singles with the loss of only one set all through the event. A. M. Lovibond, his opponent in the final, was also in good form all through the meeting, defeating F. M. B. Fisher among others. Blackbeard had, for him, the novel experience of being out of everything by Thursday night; but this gave him the opportunity of figuring in a Mixed Singles Handicap at the probably unique odds of "half-court"—a handicap which I should think has never previously been printed on a tournament programme since tournaments first began. In addition to this Fate allotted him a lady with a 30.4 handicap in the first round, and this proved fatal to his chances, though he might certainly have scored more games if he had laughed less!

Frinton, by the way, was the first tournament this year to dispense with the services of "ball-boys"; and even in spite of a high wind and a hard ground which made all stop-netting useless for stopping a hard smash, competitors seemed to get on very well without them. Frinton had a week of glorious weather, and everybody was sorry when the tournament was over; except, possibly, the two sparrows who had incautiously built their nest under the eaves of the referee's box. They had a troubled and noisy week; but struggled nobly with the food and transport problems which continuously confronted them.

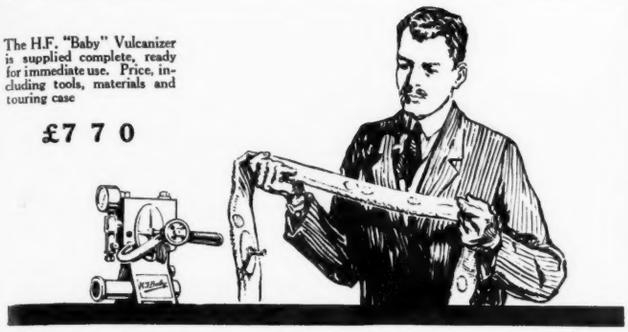
This week the Midland Counties' Championships are on at Edgbaston, with the Americans as the "star turn"; besides East Grinstead, Sheffield and Ryde, which latter starts the Isle of Wight sequence of Ryde, Shanklin, Sandown and Ventnor—a delightful little tour for the tournaments player.

F. R. BURROW.

FIRE INSURANCE AND REVISED VALUES

THE need for a revision of values in relation to fire insurance is being steadily recognised by the public, though more slowly than might have been expected. The fire offices themselves have done their part in bringing the facts to the notice of their clients and pointing out to them the dangerous position in which they stand, if they leave themselves under-insured. For that is the case of all those who have not revised their insurances against fire in view of the enormous rise in commodity values. Business men were naturally the first to take action and increase their insurances when they saw the values of everything in their warehouses, shops or factories rising day by day. And many of these increases have been carried out in a very wholehearted manner. A Lancashire cotton mill which five years ago carried an insurance of £100,000 has been re-insured for £350,000. The figure of another has been raised from £150,000 to £500,000. Nor is there any suggestion here of over-insurance. The properties could certainly not be replaced for less.

The danger of remaining under-insured was shown in a striking manner last year in connection with a big fire at one of the London furniture depositories. Here a number of persons were caught and suffered severely for their lack of prudence. One man's goods were insured for £500; his real loss was at least £2,000. Another was insured against a loss of £1,000; his goods could not be replaced for less than £15,000. A third was insured for £300 and incurred an actual loss of twice that amount. Figures have been made public showing that, with regard to nine claims settled as the result of one particular fire, the insurance companies paid £3,430, while the total loss was estimated at £9,000. These facts could be reinforced by the fire offices with hundreds of other instances relating to fires at private houses. They indicate an extraordinary carelessness on the part of the public and a readiness to take appalling risks. Occasionally, indeed, one meets with a person who declines to insure against fire on the ground that the chances against his house being burnt down are so small that he is quite prepared to face them cheerfully. Even if fire breaks out, he says, there is an efficient fire brigade within easy reach which will hasten to put it out for him. Such people are few, but they do exist, and they deserve no sympathy if misfortune falls upon them. But most of the under-insured are in that plight simply through slackness. They put off writing a letter, or they will not take the trouble to work out a new estimate of what their belongings are worth, or they just let things drift. Yet after all there is nothing simpler than to revise values for this purpose. If a man's goods were worth £5,000 five years ago; they are certainly worth £10,000 to-day, and the choicer the character of the goods the more liberal should be his rate of increase. No one could replace a really well stocked house under treble its pre-war cost. It is not merely the goods and the materials themselves. There is the extravagant cost of getting things done in a house, now that labour of all kinds has become so slow and so dear. Indeed, it is difficult to over-insure nowadays unless one deliberately invents some preposterous figure. People are still much more likely to under-insure, even when they think that they have provided for every reasonable contingency. As a general rule householders before the war were very much under-insured. That makes it the more imperative for them without loss of time to revise their values and increase their policies. The fact that premium rates have not been increased is an additional reason why they should secure an adequate protection against disastrous loss.



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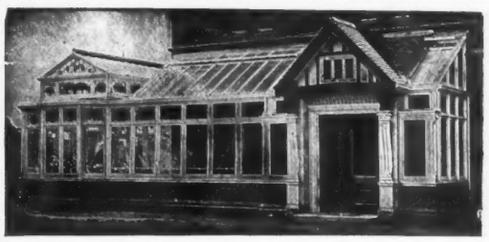
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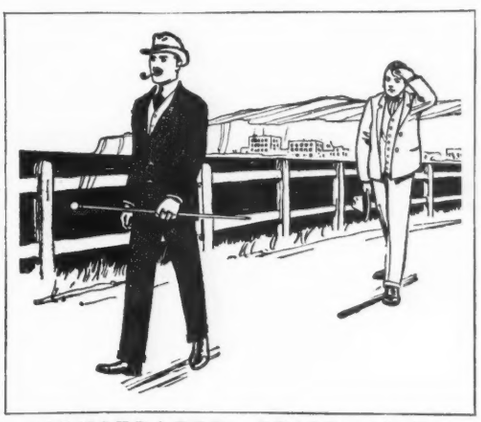
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The fickle English Summer—with its sudden rises and falls of temperature—is not the harmless season of delight that poets love to praise. It carries its health menaces, like any other season. That is why wise people wear AERTEX, and see that their children wear it too. AERTEX is the only underwear which keeps you cool in summer and warm in winter. It keeps the body always at its own natural level of warmth, *whatever* outside conditions may be, because it is specially woven into little cells which form so many reservoirs of non-conductive air—thus preventing you from feeling too hot or too cold. AERTEX garments are cut and fashioned on tailor-made principles, are strong and durable, and most easily washed.

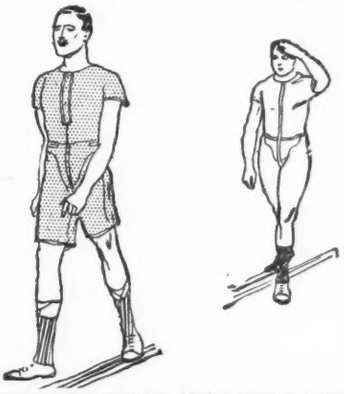


ILLUSTRATED PRICE LIST
of full range of AERTEX Cellular Goods for men, women, and children, with list of 1,500 Depots where these goods may be obtained, sent post free on application to The Cellular Clothing Co., Ltd., Fore Street, London, E.C. 2.

THE CELLULAR CLOTHING CO. LTD. AERTEX LONDON
This Label on all Garments

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ASHBY-DE-LA-Z.: E. & W. R. Bellamy, 76, Market St.
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THE AMALGAMATED COTTON MILLS TRUST, LIMITED.

DRESS AND ITS DETAILS AT COWES

JUMPERS IN THE FOREFRONT. DECORATIVE ASSISTANCE AFFORDED BY THE UBIQUITOUS *GILET*.

THE advent of Cowes opens up an entirely fresh vista of dress. Although the Royal regatta only actually affects the comparatively few, it serves as a pivot whereon to hang new inspirations that are quite equally suitable for wear at any of the representative watering places, here or on the Continent. In thus speaking, it will, of course, be understood that Cowes is being viewed more in the general than the particular, since, as with all similar social events, the choice of clothes depends largely on how the regatta is to be exploited. Some there are who, either wisely or from choice, elect to spend their time in the castle grounds, while others, more intrepid, and who are assured of their sea legs, not to mention more sensitive portions of their anatomy, prefer the rolling billows. *Chacun à son goût*, but that necessitates at the same time a distinct difference in attire.

The serious yachtswoman may, perchance, laugh to scorn the suggestion of fashion in respect of her get-up; nevertheless changes, and radical ones, have come about even where this stereotyped attire is concerned. With flat decks to negotiate it is only reasonable to exact practical dress, embodying skirts of reasonable length and width, heel-less shoes, the neatest of coats, and headgear fitting close to the head and wholly independent of hatpins or veils. Blessed indeed is she who is fortunate enough to possess naturally curly hair that responds to wind and humidity by growing more crisp and attractive, although, of course, modern science responsible for permanent waving comes as a very good substitute for the natural asset. Aeons before the present craze for jumpers the keen yachtswoman had elected to sport sweaters. Sheila Duchess of Westminster, if I remember rightly, was one of the first yachtswomen to bring a smart dark blue nautical sweater into prominence, crowning this with an A.B. cap, tilted well over the eyes; and, of course, to-day the jumper may be easily accorded a first place in yachting attire, the coming regatta promising to surpass all previous records where this garment is concerned, together with the whole knitted wool gown.

The adjoined illustration might quite easily and conceivably be of this last-named expression, the skirt knitted to suggest pleats, and the accompanying short jumper buttonholed round all its edges in a contrasting colour, which is picked up in the straight coat of cloth or serge. On the other hand, should white serge or jersey cloth be preferred, the same idea would express equally admirably in either of these materials, with cuffs and collar of white, and white cloth or felt *béret*. Flat rubbers or rope-soled shoes are *de rigueur*, and, as our artist depicts, there obtains a fancy for tying these, Tango-wise, with ribbons about the ankles.

"Time cannot wither nor custom stale" the popularity of hair-line white striped serges for yachting suits. With these, this season, the waistcoat promises to prove a salient feature, smart little cross-over affairs of white *piqué*, or *toile*, the latter emphasising the colour of the stripe. A perfectly straight Nankin blue *toile* was seen, embroidered at top and edge with white flax thread, accompanying an ivory suiting striped with the same blue, one of the fashionable wraps of knitted wool, also of blue, with white brushed wool collar and hem, adding a final and delightful note of *chic*.

To wear with a kilted sand coloured serge skirt I saw a jumper fashioned out of a fleecy white scarf, bordered and fringed with the sand tone. Worn with stockings to match the skirt and suède shoes, soft white felt hat, and white fringed gauntlet gloves, this originality is assured of an appreciative success. The jumper, it may be added, is of the shortest and most incidental character, a brevity that distinguishes the majority of the latest models.

For especial occasions in the castle grounds, organdi, voiles and the ubiquitous lace frocks will carry on their immensely successful career, the more so as, thanks to the disastrously wet Ascot and Henley, many of these creations have as yet to make their *début*. It is years since we enjoyed such a supreme elegance as the filmy lace frock, the cobweb quality of the *dentelle* lending an ethereal air that is indescribable.

L. M. M.



FOR THE YACHTSWOMAN.

A suggestion at once practical and in the spirit of the moment. It could be carried out either in knitted wool with serge coat, or altogether in serge or jersey cloth.

French Perfumery.

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Pour Troubler	**Mi-Mai**

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Known the world over as the best cream for the face.

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Norwell's
'Perth' Brogues
"Direct from Scotland"

NO consideration but that of extraordinary value would induce people to any extent to order by post shoes of the high grade of the Norwell footwear, and it is on the invariable excellence of their Brogues, Boots and Shoes that the Norwell extensive mail-order business has been built.

The cut of each model is distinctive and pleasing; in every detail of the making and finishing highly-skilled craftsmanship is evidenced; and the leather used is the finest obtainable for the purpose of each model—durable, flexible, genuine.

An odd shoe is willingly sent on approval on receipt of 9d. to cover postage, and the Norwell guarantee is to give entire satisfaction or to refund the purchase money in full. Self-measurement forms are included in the illustrated catalogue (sent free on request), which ensure perfect fitting.



The "Stuart" (No. 87) a lady's light-weight brogue. Uppers of best quality black willow calf, flexible soled, smartly lasted, exactly as illustration. Snug fitting at ankles, with or without tawse tongues. **36/6**



The "Grampian" (No. 93). A dressy, highly-finished, one-bar, fancy-punched, open brogue with plated unrustable buckles. Silent, flexible, light weighing. In rich dark brown and black box calf. **40/-**

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Orders are sent post free in Britain; postage abroad extra.
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NORWELL'S 'PERTH' FOOTWEAR, Ltd
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As a refreshing, thirst-quenching, healthful drink, there is nothing better than BARLEY WATER made from Robinson's "Patent" Barley. Many famous athletes use and recommend it for all who go in for physical exercise. Be sure, however, that it is made from

Robinson's "PATENT" Barley

Recipe by a Famous Chef (Mr. H. Hammond, M.J.A., Chef de Cuisine, Thatched House Club). — Put the outside peel of two lemons into two quarts of water, add eight lumps of sugar and boil for ten minutes. To this add two dessert-spoonfuls of Robinson's "Patent" Barley, previously mixed to a smooth paste with a little cold water. Continue to boil for five minutes and allow to cool. When cold, strain off through fine muslin and add ice and lemon juice to taste.

Pearl Barley should on no account be used as a substitute, as, to give it a better appearance, it is frequently adulterated with French Chalk, which is most injurious to the system.

J. & J. COLMAN, LTD., NORWICH
(with which is incorporated KEEN, ROBINSON & CO., LTD., LONDON).

A GREAT WORK *and*

A GREAT NEED

Owing to the losses by death and reduced annual subscription income the London Female Guardian Society (*President: The Lord Kinnaird*), urgently appeals for

500 NEW SUBSCRIBERS

THIS NATIONAL RESCUE WORK, now in its second century, pleads for your help to maintain its large family of Betrayed and Fallen Young Women. The uplifting hand of this reforming service has come to the rescue of many thousands of anxious young women, enabling them to face a fresh life with faith, confidence and independence. **It is needed more than ever To-day.**

Will you, kind reader, spare a gift for this Christlike work and if possible become an annual subscriber?

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THE MAGIC OF ELECTRICITY

TOUCHBUTTON House is not a fairy-tale house, but a real, substantial place of bricks and mortar in Newman Street (out of Oxford Street, W.). It is, however, a house of magic, and the presiding genius is Mr. Herbert Berry. In fact, Touchbutton House is the home of electrical invention. Go downstairs to the enchanted kitchen; you have but to press a button and the electric plate-washer will wash up for you—plates, dishes, knives all the apparatus of the dining-table—and, what is more, it dries and sterilises the articles entirely unaided by mortal hands; the knife-cleaner will clean the knives; the boot-cleaner will clean and polish your shoes; the floor-polisher and scrubber will go through its operations while the housewife presides over it, in her evening dress if she will; the clothes-washer will wash the clothes; the automatic kitchen-maid will peel potatoes and at the same time make a most delicious mayonnaise sauce; while the electric range roasts the joint and the waffle-iron makes the crispest waffles that were ever tasted. Then go upstairs where the electric fires glimmer and glow for all the world as if they were living coal fires; and again upstairs where the electric razor and curling iron are waiting to make the master and mistress worthy of their wonderful home. An absolutely ideal labour-saving house—but what about the cost? Ah, there is the crux. But Mr. Berry is ready with unassailable evidence to prove that his labour-saving house is also money-saving, and for this reason—the house is run by electricity aided by anthracite. There is a furnace, another wonderful invention, which can be installed in any house. It has a very small stove, but will heat all the rooms in the house up to, say, 55° Fahr., and furnish boiling water for washing and for baths, at a cost of one-sixth of that of an ordinary kitchen fire. Now, seeing that the rooms are heated to 55° Fahr., a small-powered electric fire will add the necessary additional degree of heat to all the rooms.

There is another matter to be considered by anyone whose point of view is not entirely selfish and that is the question of the smoke nuisance. The last Report of the Government Committee on Smoke Abatement was most emphatic in stating that it is domestic smoke which comes from burning raw coal that does damage to health and property, blackening our lungs and our monuments, shortening our own lives and the days of our buildings. Witnesses before the Committee asserted that they were quite convinced that economy was effected by the use of gas or electricity for cooking and heating.

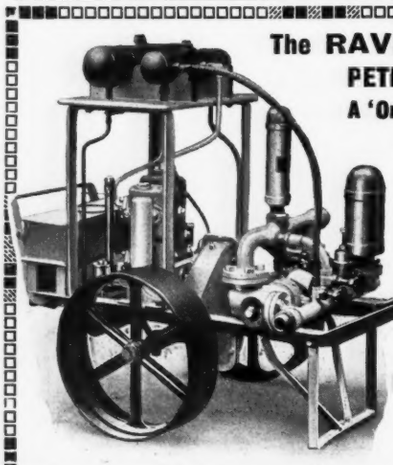


THE MAGIC LAUNDRY AT TOUCHBUTTON HOUSE.

Showing the furnace which supplies central heating and hot water, water softening plant, clothes washing machine, boot cleaning machine, electric churn and many other devices.

Mr. Berry's lighting and heating plant inventions are all on the side of economy, for they save labour, they save time, they save money and they save smoke, and if everyone in London went to Mr. Berry and had his or her house fully equipped by his methods, there would be no town fog, and that would mean the saving also of millions of working hours and not to mention the addition of many hours of precious sunlight.

Even to-day a good many people are sceptical of all that electricity can achieve in the home, but everyone interested in beautiful and healthy homes, has a standing invitation to visit Touchbutton House. There lies the secret. Visit Touchbutton House—you will be converted to electricity and you will convert your house into a home of peace and comfort. To coin a proverb "Many buttons make light work."

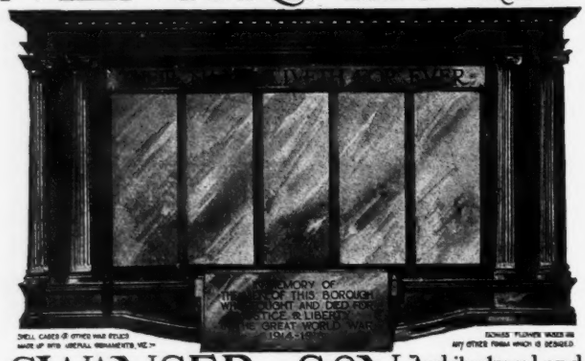


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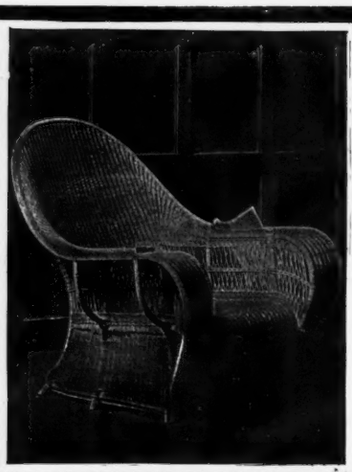


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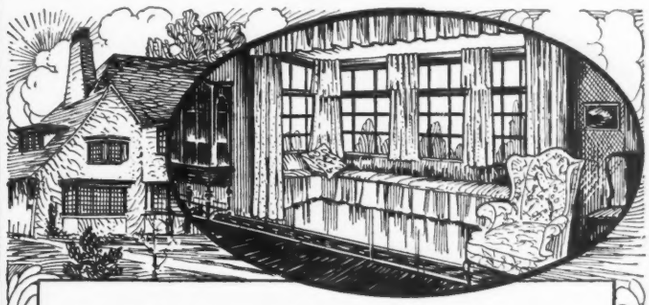
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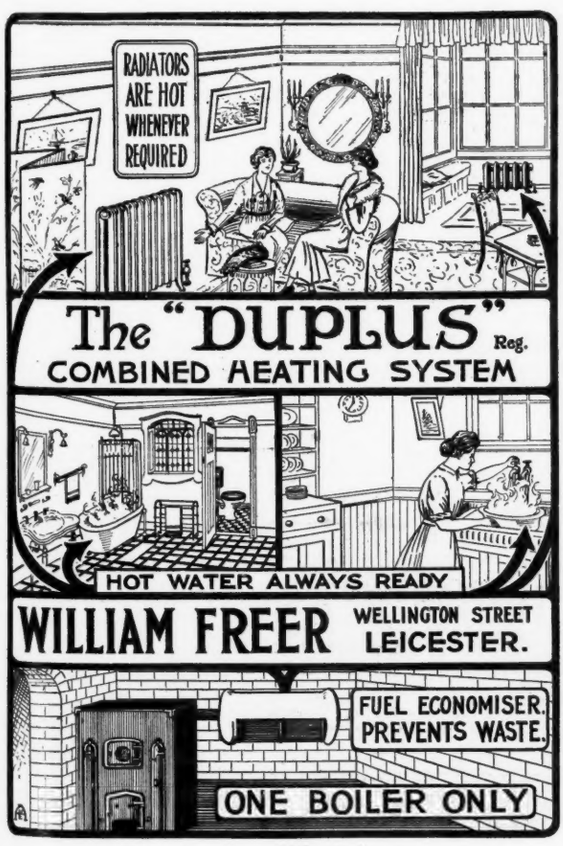
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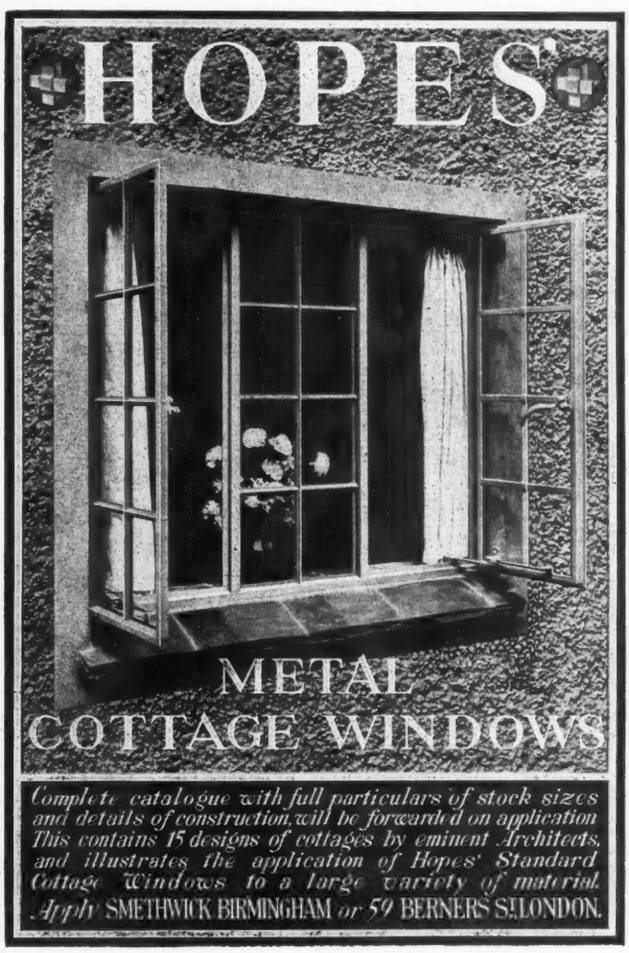
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HERE AND THERE

BEDFORD COLLEGE AND THE FUTURE OF WOMEN.

THE Committee of the Bedford College for Women (University of London) earnestly appeal for means to extend the work of the College. It was founded in 1849, and since 1878, when the examinations of the University of London were opened to women, close upon a thousand Bedford College students have graduated in Science and Arts. Among the many past students should be mentioned George Eliot, Miss Beatrice Harraden and Dr. Mary Scharlieb, Dr. Louisa Garrett Anderson, and Miss Philippa Fawcett, who was Senior Wrangler in 1890, were also educated there.

The buildings, as they stands to-day, were opened in 1913. It seemed then that it must supply accommodation for many years to come, but the years of war have accelerated the change which was even then taking place in women's lives. There were 140 applications for the forty vacancies which occurred at the end of last session, and over-crowding is necessarily lamentable, as, for instance, that 130 students in chemistry are satisfied with working places designed for forty-six. In all the twenty-seven departments there are no endowed chairs, while demonstrators with University degrees are working at a lower weekly wage than that earned by unskilled women workers. The many who look upon the wider education of women as one of the great hopes of the future will not fail to follow the example of Her Majesty the Queen, in responding generously to this appeal. Donations should be addressed: The Hon. Treasurer of the Extension Fund, Bedford College, Regent's Park, London, N.W.1.

ENGLAND'S NATIONAL WINE.

At this time of the year, when holiday making is in full swing, and tennis, rowing and other sports very much to the fore, a cool and refreshing drink that is not insipid is in very general demand. Nothing better can be recommended than the Whimple Ciders, made by Messrs. Henry Whiteway and Co., Limited, at the Orchards, Whimple, Devon. Ten registered brands are made by the Company, among which are the famous "Orchard Pippin" and "Devoniensis," while "Woodbine Blend" is rapidly nearing them in popularity. This dry *brut* cider is a particularly healthy drink for sufferers from gout, rheumatism and other uric acid complaints. Many people will be glad to have there attention called to "Cydrax," Messrs. Whiteways' non-alcoholic cider. There cannot be a more pleasant non-alcoholic drink, as it is the very next thing in deliciousness to Messrs. Whiteways' ciders themselves. Messrs. Whiteways have just issued an interesting illustrated booklet, which gives a complete price list of their ciders, both sparkling and still, in bottle and in casks; also of Perry and their Apple Vinegar, which is equal to white wine vinegar and superior to malt vinegar. Apart from this useful information, the booklet gives some good recipes for "Cydrax" cups and cider cups. It will be sent on application to Messrs. Whiteways, either at their Devonshire address, or at Pomona House, 37, Albert Embankment, London, S.E. 11.

SOMETHING NEW IN CARPETINGS.

The householder does not very often have to buy new carpets, and everyone who has not bought them for a few years must now experience an unpleasant surprise when they find how much money is asked for very inferior carpetings. Recently something which is quite new in the carpet world has been originated, and will be a boon in such circumstances—the "Crex" carpets and rugs. They are made in a variety of sizes, designs and colourings, and their prices are very much below those of other good carpets, while their quality and manufacture are entirely satisfactory. Almost all leading furnishing houses and stores in London and the Provinces are stocking them.

FOR THE MAKING OF ENGLISHMEN.

It was in 1913 that the late Sir Robert Lucas-Tooth gave £50,000 for the establishment of the Incorporated Lucas-Tooth Boys' Training Fund, the object of which is to extend the work of such institutions as the Boy Scouts, Lads Brigades, etc., and encourage physical training as part of the education of the future Englishman. Messrs. Elkington and Co., Limited, of 22, Regent Street, London, have recently supplied a number of shields to the Fund, to be competed for in each county by teams of boys in order to stimulate physical training. The shields, which are very beautiful examples of the silversmiths' art, bear the figure of St. George carrying a sword, and the words, "County Association Championship Shield, Lucas-Tooth Boys' Training Fund."

THE GREAT EASTERN RAILWAY.

The week day services between London and North Germany, *viâ* Harwich and the Hook of Holland have been accelerated by the arrangement of new connections from Rotterdam and Amsterdam. Berlin can now be reached in thirty-four hours, and Hamburg in thirty-six hours, Leipsic, thirty-seven hours, and Dresden, thirty-nine hours. In connection with the Great Eastern Railway Company's steamers between Harwich and Antwerp, a special boat train has been arranged from Antwerp Sud Quai to Brussels Nord, giving connections to all important towns in Belgium, and also to Cologne. Passengers for South Germany *viâ* Harwich and the Hook of Holland can reserve sleeping car berths from the German frontier to Wurzburg by connecting train from the Hook of Holland on application to the Continental Traffic Manager, Liverpool Street Station, E.C. 2, from whom further particulars may be obtained.

WHERE TO HIRE AN ORCHESTRA.

Often when one is assisting to get up a fête or open air entertainment, the question of providing an orchestra becomes a very difficult one. Mr. W. L. Trytel of Charlton House, Regent Street, London, S.W. 1, who this week is conducting his band at the Ranelagh Club, arranges at the shortest notice to supply orchestras of all descriptions. Many hostesses, and many committees will find the hiring of Mr. Trytel's orchestras a very happy solution of their difficulties.

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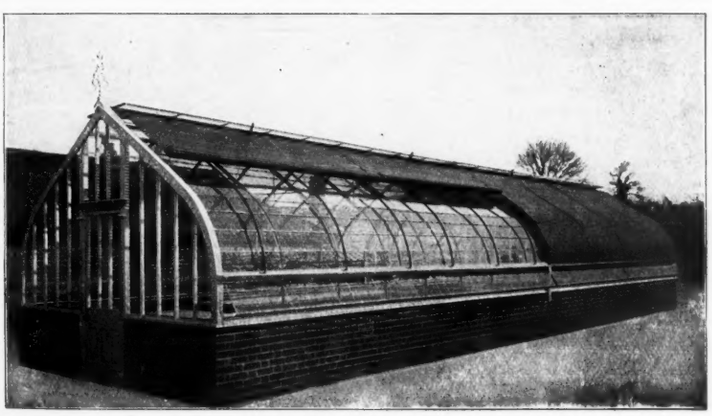
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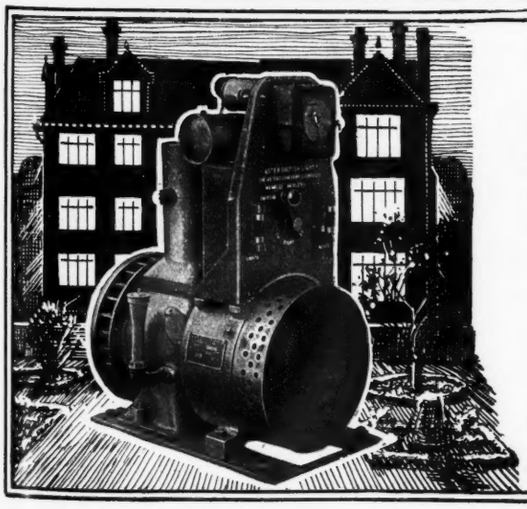
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THE LIGHTER DRESS SIDE OF COWES

FRILLS ARRANGED SPIRALLY. AMUSING BELTS OF COARSE LINEN AND RAFFIA FLOWERS.

LAST week there was discussed at some length dress at Cowes from the more conventional standpoint, merely hinting at the frills and furbelows worn on shore and in the grounds of the Royal Yacht Squadron Club, which reminds me of a delicious story of an American—I think it was—who hoisted the flag of the Club, regardless of the fact that he had not been admitted a member of that particularly exclusive coterie. On being remonstrated with, he quietly acquiesced and hauled down the insignia; but the affair did not end there. He next appeared flying an insignia with the cryptic letters M.O.B.Y.C., which he obligingly explained stood for "My Own Bally Yacht Club." The laugh, I think, was distinctly with the American. All of which, of course, has nothing to do with what I wish to talk about, namely, fairy-like frivolities for the gloriously warm weather that we trust will be with us for the great week.

For these, *place* to organdi, which continues on its way rejoicing all hearts and arraying as never before the graceful, girlish *élégantes* of the moment. The very epitome of simplicity is one of these creations in *orchidée* mauve, cut straight from neck to hem, and hand embroidered at sparse intervals with clusters of little rose silk roses. Up either side of the skirt there wanders a *plissé* frill of the muslin, just sufficiently wide to stand out, while it tapers off to nothing at the hem, a decoration that at once brought to bear on the creation a notably distinctive silhouette. The disposal of a long, narrow girdle, also of the muslin, is left to the taste and discretion of the wearer; while the upper part is cut with a round *décolletage* and finished with the quaintest little *pouf* sleeves of the muslin, pleated and caught to the arm by a little band.

For cool colouring and original effect it would be difficult to surpass the model illustrated of lime green organdi, the spiral arrangement of *plissé* frills—stitched at the lower edge, let it be noted—of white muslin, while the handsome sash is of soft satin in a deeper shade of green, caught up at the one side by two shaded roses in gold and blue. With this there is worn a shady Leghorn hat, frilled with the lime green muslin, two smaller editions of the roses tucked coquettishly under the brim and apparently holding a long streamer of the green satin ribbon. Simple and demure in the extreme, this pretty thing will certainly be the cynosure of many eyes.

Equally enchanting, in its way, is a lemon yellow *linon*, hand embroidered—partly *à jour*—in white. Again cut all of a piece, this is held to the waist by a slotted elastic, which is concealed by an amusing belt of orange-coloured coarse linen, decked in front with parti-coloured flowers fashioned of raffia. The making of these floral belts, by the way, is becoming quite a pursuit. All manner of undreamed-of lengths of material are being used as a foundation, such as garishly striped cottons, wool ribbons, coloured canvas—in fact any and everything; while for the flowers the same holds good—straw, leather, silk, velvet, metal tissue, the flotsam and jetsam of a workroom floor; and the results are invariably quite indescribably decorative, each one of individual expression.

Another most unusual creation that is safe to make its mark is a morning frock of hand-woven linen. The skirt, short and gathered into the waist, is in broad stripes, grey and old blue, with narrow intersecting lines of black and orange, and with it there is worn a perfectly straight, short jumper of plain blue linen, moderately low necked and short sleeved, the top of the fronts slit open and laced together with coloured cords that pick up the colourings of the skirt, the latter, I now recall, having a narrow upturned hem of the plain blue.

Notwithstanding its apparent incongruity, black velvet is busy pushing itself to the front in the guise of originally fashioned bodices, accompanying diaphanous day skirts of lace, Georgette, and chiffon. A filmy jupe of vellum-tinted lace, trimmed with light garlands of tarnished silver roses, was seen surmounted by a longish corsage of black velvet, cut into sharp points below the waist; and in one with the short sleeves. A long string of pearls and a glorified Napoleon *chapeau* of black velvet, over which was flung a veil of vellum-tinted needle-run lace, crowned this attire of quite surpassing *chic*.

L. M. M.



A FROCK FOR FINE WEATHER.
In lime green organdi with spiral frills of white muslin belt of a deeper green and gold, and blue roses as a relief; nothing could look cooler on a sunny lawn.



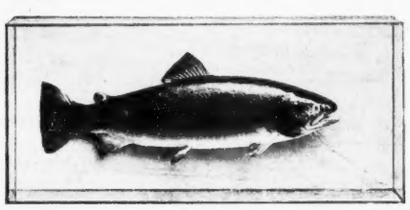
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A TOWN HOUSE FOR COUNTY LADIES

HOTELS are always full in London just now and flats are impossible to find even if the expense of keeping one up were not out of all proportion when all that is wanted is a *pied-à-terre* from which, from time to time, a few days' shopping, sight-seeing or important social engagements can be comfortably fulfilled. In these circumstances a Ladies' Club has particular recommendations and the Victoria Club, which has no religious, social or political axe to grind, in fact is best described in its own sub-title "a Town House for County Ladies," fulfils every requirement. It is better than a flat, for there it is ready and open with nothing beyond a single letter announcing the member's visit involved in making use of it, better than the quietest and most friendly of hotels for a club is one's very own, which no hotel possibly can be, and at such a club as this the most timid of ladies can stay happily alone, for the rules ensure that she will be surrounded by those of like social position to her own, and she will most probably find that friends of her own are already members. The Victoria Club is no new venture, in fact, as Ladies' Clubs go, it is quite an old established affair. 1894, when Queen Victoria had not even reached her Diamond Jubilee, saw its initiation in a house in Victoria Street. In 1919 the lease of its original home came to an end, and it was thought well to remove the Club to No. 36, Grosvenor Place, one of those fortunate houses the upper windows of which look down into the tossing tree-tops of the gardens of Buckingham Palace. The house itself was at one time a residence of the King of Hanover, and its Royal association is proclaimed to the initiated by the fine porch carried on noble pillars right across the pavement, as the illustration shows. A more recent occupier was Sir Francis Newdegate, who left to take up his duties as Governor of Tasmania. The entrance is into a comfortable lounge hall where periodicals and writing materials are displayed, and, turning to the right, through the inner lounge, the handsome large dining room is reached. On the same floor, but to the left, is the smoking room where the decoration and the walls have a pleasant touch of the Elizabethan, the cream-coloured ground-work being traversed by black beams. The reading room is on the second floor, and a rule of silence strictly observed, makes it a haven of quiet for the studious or the weary. Next to this is the Card Room, open to members and guests for bridge, etc., and very happily arranged for its purpose, and, beyond that again, the drawing room, a magnificent room, 60ft. long, with two fireplaces and handsome windows looking out over the porch. The colours here are chiefly a shade of grey with relief introduced by cerise curtains and the seats and backs of some fine gilt chairs covered in the same colour. A few fine pieces of furniture are arranged in this room, and a number of Chesterfields, lounge chairs and small tables make it a delightful apartment for the social purposes for which it is designed. There are three floors of bedrooms with bathroom accommodation to each, one and all delightful rooms daintily furnished with everything necessary for comfort and convenience. Candidates for membership must be nominated by a member and give references from two well-known members of society, the entrance fee being 3 guineas and the subscription for town or country members 5 guineas. To prevent inconvenience and overcrowding both the entrance fee and subscription will be considerably increased after a thousand names have been entered on the Club's list. The cuisine of the Club is in the hands of a lady chef, a certificated *cordon bleu*, and meals at the Victoria Club are both delightfully cooked and daintily served. It can be said with truth that nothing has been spared or overlooked which would tend to make the Victoria Club in very truth a "Town House for County Ladies."



THE PORTICO AT THE VICTORIA CLUB.



IN THE DRAWING ROOM.

FOR ANIMALS

HOW THE R.S.P.C.A. LIVES UP TO ITS NAME.

IT is not the fault of the Royal Society for the Prevention of Cruelty to Animals that the public hears very little about its work, and that from the information placed at their disposal some people get an entirely wrong idea of the activities of the Society. The popular idea about the R.S.P.C.A.—its long name is one of its handicaps—is that it is an organisation which exists for the purpose of prosecuting people who are unkind to animals. This idea is fostered by the newspapers, but it is not from any prejudice of the Press that this erroneous idea is implanted in the public mind. Obviously, the papers can report only those cases of cruelty which come before the courts; newspapers cannot report cases of which they never hear. What does not appear is the fact that the number of persons prevented by the Society from being cruel to animals is far greater than the number of persons punished for actually being cruel.

Roughly, the work of the R.S.P.C.A. may be divided into two branches—preventive and punitive, but the two sometimes overlap because when preventive measures fail the Society invariably prosecutes.

The punitive side of the work is carried on by the Society's two hundred inspectors, who, of course, are under the supervision of Headquarters in London. Every post brings complaints of cruelty, and every case is carefully investigated. Afterwards, every complainant receives a report of the outcome of the complaint. Naturally, the general public never hears details about these cases, but the fact that the Society dealt with 11,552 complaints of cruelty last year shows that this department alone must call for the expenditure of much time, labour, and money.

For the Public.

The Society is anxious that it should be widely known that its services are at the disposal of the public. Anyone may report a case of cruelty by letter to 105, Jermyn Street, London, or to the nearest Branch inspector or honorary secretary by telegram ("Cruelty, London"), or telephone (5433 or 5434 Gerrard). *The names of complainants are not disclosed.*

But the Society's inspectors do not wait for cases of cruelty to be brought to them. They go about the streets and roads, visit fairs, markets, circuses, music halls, race and coursing meetings, railway stations and sidings—in short, every place where animals are to be found and where cruelty to animals may be prevented. If a case is not serious the inspector will merely caution the offender and take his name and address for future reference. Last year 19,388 cautions were given by the Society's inspectors—an average of nearly four hundred a week.

Sometimes an inspector will see cruelty in the distance, as it were, and then he very tactfully gives a little friendly advice which in nearly every case is received gratefully and acted upon at once. The Society's inspectors are specially trained for their work under the Society's own veterinary surgeon, and all of them have a practical knowledge of horses. Within the last few months the Society has assisted many demobilised soldiers with advice in regard to the purchase of horses for business purposes. This work has been in the interest of the animals because it has prevented many worn-out horses from being worked, and it has also incidentally saved demobilised soldiers from being swindled by unscrupulous horse dealers. This advice is, of course, given free.

Convictions for Cruelty.

When cautions and advice are unheeded, or when a case is so flagrantly bad that punishment, which acts also as a warning to others, seems called for, the Society prosecutes. Last year the Society secured the conviction of 3,963 persons. Compare those figures with the figures of the complaints of cruelty investigated (11,552) and of the cautions given to offenders (19,388) and you will see that the bulk of the inspectors' work consists in preventing cruelty, NOT, as is generally supposed, in punishing people for being cruel.

Prevention by Education.

It is pleasanter to turn to the purely preventive side of the Society's work; this is of a very varied character. The Society takes the children in hand and organises for them juvenile branches—Bands of Mercy is their official name—of which there are about a thousand all over the country. Lantern addresses and chats about animals are given by speakers sent out from Headquarters, and a little monthly magazine about animals, *The Band of Mercy*, is issued specially for the benefit of the children. In order to encourage them to take a keen interest in the subject of kindness to animals essay competitions are held in schools all over the country. The R.S.P.C.A. provides prizes and certificates for the writers of the best essays. Last year 233,740 papers were received in these competitions.

Humane Education.

The Society is also continually trying to interest education authorities in this subject, and the R.S.P.C.A. organisers are employed in interviewing the authorities and headmasters and headmistresses with the object of introducing the Society's publications into the schools.

So much for the children. But the Society has many other kinds of propaganda work. It issues an official magazine, *The Animal World*, every month; pamphlets and posters relating to animals are distributed throughout the country; speakers from Headquarters give addresses at meetings organised by the 1,200 branches and auxiliary branches of the Society all over England and Wales; the Society's films, illustrating part of its work in the streets, are lent gratuitously. Everything that can be done is done to educate public opinion and lead people to respect the rights of animals. On one Sunday in each year—the fourth Sunday after Trinity—the clergy are invited to preach on the subject of kindness to animals, and last year 6,500 clergymen responded to this appeal.

Then the Society has a special department for the reform of methods of slaughtering animals for food. The Society's own humane killers are used by many butchers. The Society has also brought out a humane snare for rabbits, a snare which catches a rabbit alive without injuring it.

Badges of Merit.

The best way to prevent cruelty to animals is to encourage people to be kind to them. Hence the Society is always willing to give its Badges of Merit at Horse Shows and Parades. Bronze and Silver Medals for saving animal life are awarded; in many towns there are R.S.P.C.A. ambulances for horses that have met with accidents in the streets, and since the kindest action that one can take on behalf of a diseased and unwanted cat or dog is to give it a quick and painless death, the Society manages the Animals Rescue League in the City Road; last year 29,013 cats and dogs were painlessly destroyed there.

The question "Are performing animals illtreated?" is answered by the Society with a decided "Yes." Hence the formation by the Society of the Jack London Club, whose members pledge themselves not to visit places of amusement where performing animals are shown. Only in this way—by destroying the demand for such turns—can the cruelty involved in training animals to perform in public be stopped, as the training is done chiefly on the Continent where, of course, the R.S.P.C.A. is not able to work.

Soldiers' Dogs.

When our soldiers were returning home after the war, the R.S.P.C.A. started its Soldiers' Dog Fund to assist soldiers in having their dogs quarantined for the required period of six months. Besides paying the quarantine fees for a large number of soldiers' dogs the Society built special kennels for a further 500 dogs, and this at a time when building materials and labour were very costly. Among the dogs quarantined by the R.S.P.C.A. was "Prince," an Irish terrier, who found his way from London to his master in the trenches on the western front.

Soon after the outbreak of the war the R.S.P.C.A. started its Fund for Sick and Wounded Horses, and finished up by collecting nearly £250,000 for the purpose of aiding the Army Veterinary Corps. The Fund provided hospitals for horses, motor horse ambulances, horse ambulances, and vast quantities of veterinary requisites.

Lastly, there is the branch department of the R.S.P.C.A., the department which keeps in touch with the 1,200 Branches and Auxiliary Branches of the Society, and helps to provide the means for carrying on the Society's campaign against cruelty to animals. Flag days, fetes, bazaars, sales of work and other functions are organised on behalf of the Society, but the expenses of the work have increased so enormously within the last few years that each year there is a heavy balance on the wrong side. The Society wishes to adjust that balance, in order to be able to meet the demands made upon it, and earnestly appeals to all animal lovers for support.

The Society depends entirely upon the voluntary contributions of the public for the means for carrying on its work, and unless further support is forthcoming, much of its activity will have to be curtailed. Donations should be addressed to:—

The Chief Secretary, R.S.P.C.A., 105, Jermyn Street, London, S.W. 1.



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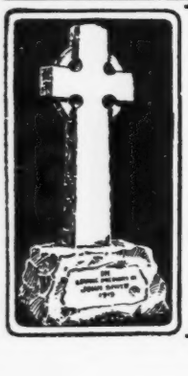
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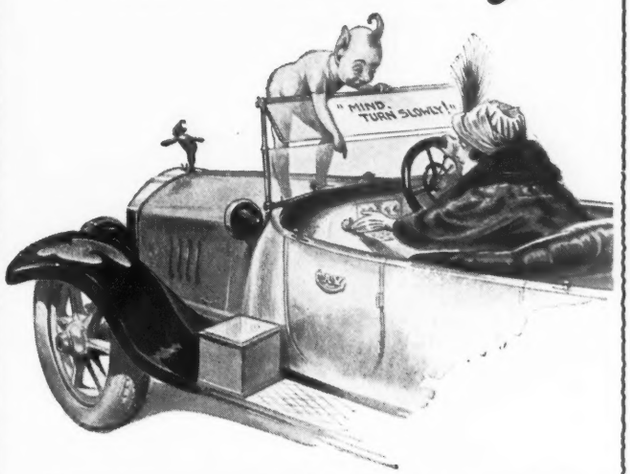
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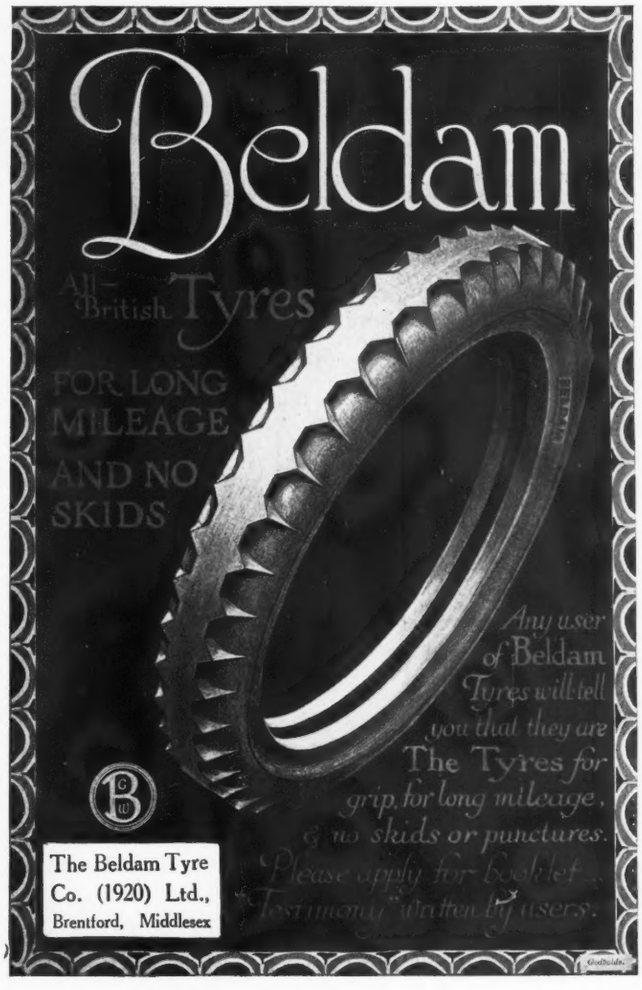
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REFLECTIONS BY THE WAYSIDE

THE IMPORTANCE OF POSE. THE FUTURE OF CLOAKS. DRESS AT DEAUVILLE.

THOSE who elect, or whom circumstances compel, to spend their allotted holiday period in one spot have no idea what an extraordinary phase of dressing we are passing through. Modistic psychology is evolving on wholly fresh lines; it is affecting every sort and kind of person, rich and poor, high and low. But unquestionably the hall-mark of the better class, be they rich or poor, is a studied simplicity, the exaggerating and distorting of La Mode's decrees being left as the monopoly of the *nouveau riche*. And it is the latter who are on the move this summer, apparently wholly undisturbed by the increased cost of travelling, clothes, lodging and food. They have money to spend, and are spending it lavishly, to their own supreme satisfaction.

Their dress is fearful and wonderful, but amazingly good in quality. Being in a position to command the best, they see that they get it. That which they have failed to acquire, however, is taste, together with fitness, an appreciation of finish and detail, and a proper sense of environment. The best clothes worn by the wrong people in the wrong way and at the wrong time are apt to become distortions.

During a recent short motoring tour I passed through several well known watering places and can count on the fingers of one hand the women who appealed to me as being suitably and attractively attired; and these few, because the weather was distinctly bad, had wisely fallen back on tweeds—jolly rough checked tweed skirts, surmounted by neat, unostentatious jumpers, mostly accompanied by either one of the new smart wrap-coats or else a cape. Personally I love the latter, which just covers the knees, and is frequently fashioned with square corners that drop a trifle at the sides, and, furthermore, boasts a great falling cape collar that can on occasion be cosily crunched up about the face.

Notwithstanding the popularity of cloaks and the more recent cape there is just one thing in connection with them that saves them from becoming too ubiquitous, and that is the pose with which they are worn. If this pose is not acquired, both of these wraps lose enormously. I myself have heard them condemned more than once for this very reason, the need of remembering they are being worn and can be given various coquettish aspects. There is very little doubt, however, that, where the *vrai élégante* is concerned, cloaks have still a course to run and will carry a particular *cachet* effected in wool velours, duvetyn, kasha and those loose, roughly woven materials that come under the title of *bure*.

Linings also promise to be a prominent feature, many of these being of wool of a different character from the exterior. Perfectly ideal for the purpose is a fabric called government silk, which is patterned over in the most delightful designs and colourings. The cost runs somewhere about 3s. 6d. or 4s., and it is a stout weave that has every appearance of wearing well. Its original purpose, I understand, had something to do with high explosives—perhaps a substitute for gun-cotton. What a strange career to have started as a war requisite and to end up as clothing for fashionable womenkind, though it is only one of many such anomalies! There is, for example, a coarse, stout sort of linen almost like canvas, in a fascinating red sail shade, that has been built into admirable washing coats and skirts and useful knockabout all-in-one frocks. For seaside and country wear nothing could better these rough-and-ready creations, which neither soil nor crush.

Holiday wear is stamped all over our original illustration, which depicts a gown of pale yellow *éponge* worked with a waved design of dark blue washing soutache. The cloak to match may either be of the *éponge*, duvetyn or knitting, with the same blue introduced round all the edges. The deep draped sash to the frock is rather an attractive feature and serves to impart a distinctive touch to an otherwise supremely simple model—one that any girl adept with her fingers could fashion for herself.

Inset there is shown an open-worked coloured straw hat that hails from Ceylon, though it can now be bought in England. These are worn guiltless of all decorations and act as a splendid shield to both face and neck.

Dress at Deauville and Trouville, I hear, is surpassingly smart. Skirts of *plissé* foulard surmounted by plain, long waist bodices, with short *pouf* sleeves, are accounted one of the sensational novelties. One of these in white patterned over with linked rings of roses had the round *décolletage* and short sleeves bound with black crêpe de Chine. High flaring collars of *plissé* organdi, it is said, look remarkably well with short sleeves, cuffed with flaring cuffs to match the collar. For restaurant and casino wear black velvet bodices are to be seen accompanying skirts of tulle or filmy lace, the latter in some delicate ivory tint or else a deep vellum shade. With these gowns are worn wonderful and exquisite cloaks of black lace lined with chiffon—grey, flesh pink, old blue or jade green.

L. M. M.



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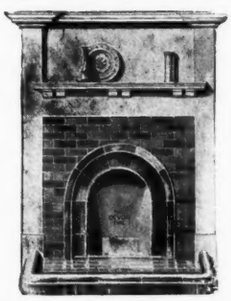


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MATTERS OF THE MOMENT

THE romance of jewellery is one which makes a very wide appeal, and many of the anecdotes and stories told by Mr. Francis Stopford in his book, "The Romance of the Jewel," which has been brought out by Messrs. Mappin and Webb for private circulation, will come freshly even to those who take a considerable interest in the matter, such, for instance, as the story of Lord Lawrence, who, when Lieutenant-Governor of the Punjab, received the Koh-i-Noor diamond and for security put it in his waistcoat pocket. Changing his clothes for a State banquet in the evening, he forgot all about it, and so this gem, valued at £100,000, of which only a copy is shown in the Tower of London, lay for some hours in his dressing-room at the mercy of anyone who might enter it! The story of the famous Hope diamond and the chain of evil in which it seemed to involve everyone who wore it is also told in full down to the time when Mr. McLean, proprietor of the *Washington Post*, bought it and lost his only son in a motor accident. The book is divided into ten chapters, and their titles alone will be enough to arouse the interest of any jewel lover. Two of them are devoted to "The Diamond" and one each to "The Pearl," "The Emerald" and "The Sapphire," another to "The Ruby" and one to "The Amethyst, Topaz and Turquoise." The first is on "The Art of the Jeweller," and the last, which is on "Rings," is illustrated by a capital plate showing ten Papal rings and another devoted to Love Rings, the property of the British Museum. The book contains twenty-two illustrations, among which are the Cullinan Diamond, the Empress Josephine's necklace and the Red Cross pearl necklace, and examples of Persian and Indian jewellery. It is beautifully printed and bound and altogether a most enviable possession.

IF YOU LIKE HOLIDAYS.

It is to be hoped that in the hurry of packing up and going away for the holidays the many readers of COUNTRY LIFE who in previous years have subscribed to the Children's Country Holiday Fund will not forget to do so this year. As the Earl of Arran, Hon. Treasurer of the Fund, points out, the increase in prices forces the fund to pay 12s. a week instead of 9s. for the board of each child, and the railway companies have been compelled to raise their fares. Contributions should be addressed to the Hon. Treasurer, the Earl of Arran, the Children's Country Holiday Fund, 18, Buckingham Street, Strand, London, W.C.2.

FOR SHELL SHOCK SUFFERERS.

As the echoes of the Great War grow fainter and many of its effects die out there is a danger that men who have still many years of suffering before them may find themselves more or less neglected by a world that is all too ready to forget. An instance of this has occurred at the Palace Green Hospital for Officers at Kensington. Those little dainties which are almost vital necessities in cases of shell-shock, with which this hospital is chiefly concerned, are seldom sent for the benefit of the inmates now. Eggs, fruit, chocolate, butter, game and poultry would, any or all, be most gratefully received by the Matron, and we feel sure that nothing more is needed than to make readers of COUNTRY LIFE aware of the fact.

THE LONDON ASSURANCE SOUVENIR.

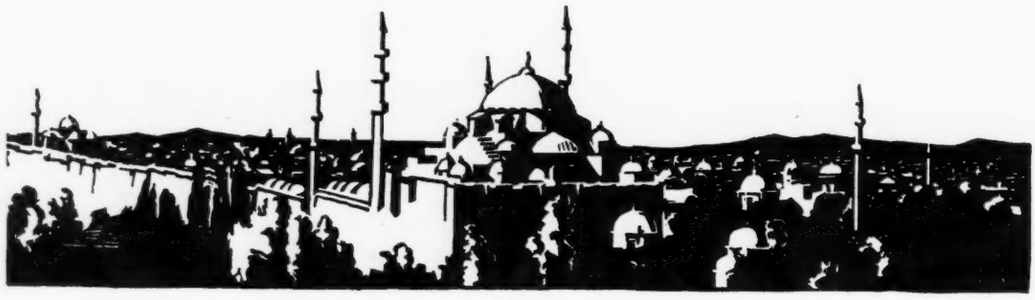
An extraordinarily well printed and illustrated little volume is "The London Assurance, 1720–1920," by G. S. Street. It is printed for private circulation as a souvenir of the two-hundredth anniversary of the founding of the London Assurance. Particularly interesting are the reproductions of old documents, such as the policy dated 1720, which begins "In the Name of God, Amen," and asserts that "The said Governor and Company therefore . . . do assure, assume and promise that the said Nicholas Browne shall, by the Permission of Almighty God, live, and continue in this Natural Life, for and during the said Term and space of Twelve Calendar Months aforesaid. Or in Default thereof, that is to say, in case the said Nicholas Browne shall in or during the said Time, and before the End and Expiration thereof, happen to dye or decease out of this World by any means whatsoever. . . ." As Mr. Street remarks: "The Company, in effect, guarantees Nicholas Browne against dying, or, to put it another way, bets him that he will not die, even though the bet if lost must be paid, in the nature of things, to someone else." The old fire-marks of the London Assurance, of which several are illustrated, are of considerable interest, and the firemen's badges of 1801 and 1831 are quite beautiful objects. Mr. Street has contrived to make the story of the London Assurance's 200 years' existence as pleasant reading as many novels.

THE CHARM OF BATH.

The official programme of attractions issued week by week by the Corporation of Bath makes it plainly evident that visitors will find, besides the obvious advantages associated with the most famous inland watering place in the country, plenty of amusement and entertainment to suit every taste. The beauty of the city and the countryside in which it is set would form a sufficient attraction for many people, and to these are added excellent concert programmes and conducted tours to the numberless interesting and well known or beautiful spots in the neighbourhood. The swimming baths are open from 8 a.m. to 7 p.m.; and an attraction to many visitors, besides those undergoing the cure, are the hot springs and bathing establishment, which may be viewed from 1 p.m. to 2.30 p.m. every day and are of extraordinary interest. All particulars desired by intending visitors can be obtained at the Visitors' Enquiry Office, Grand Pump Room, Bath.

FOR THE UNFORTUNATE.

Those who are inclined to think that such work is seldom worth undertaking must be converted to another point of view by the fact that the cases successfully dealt with by the London Female Guardian Society are more than three-quarters of those undertaken. The Society, which has been in existence 112 years, has a high reputation for the excellence with which it is administered, and an earnest appeal is made for funds with which to carry on the work of delivering women and girls from a life of misery and shame. Donations should be sent to the Secretary, London Female Guardian Society, Stamford House, High Street, Stoke Newington, N.16.



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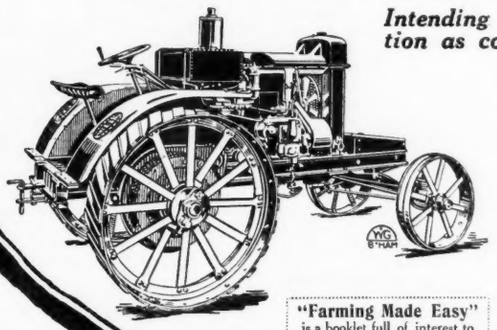
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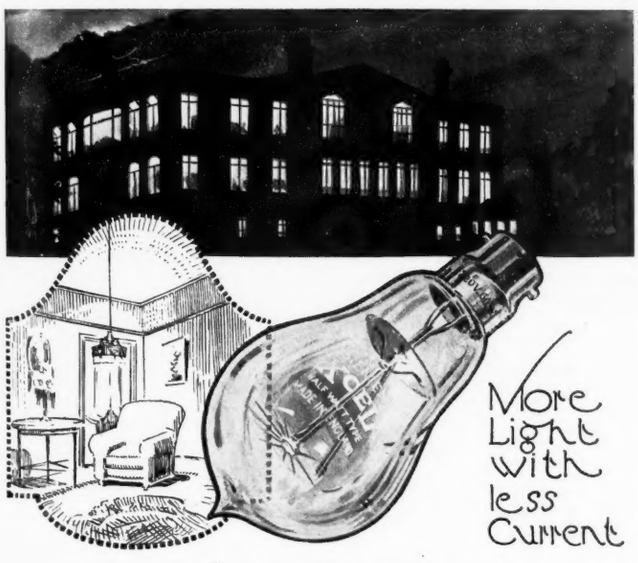
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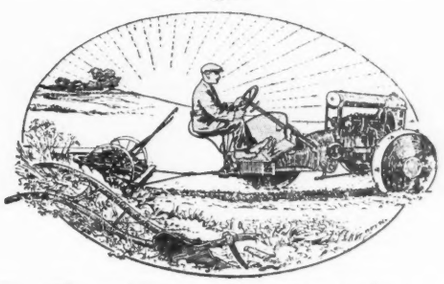
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CHARMING SEVERITY and the SHAPELY SILHOUETTE

VELVET AS IRRESISTIBLE AS EVER. A DISSERTATION ON TEA-GOWNS

IT is an illuminative experience just now to wander round the shopping world and mark down the tentative efforts towards advancing new autumn models, also to remark the irony of belated summer creations *côté-à-côte* with furs and frieze costumes, albeit a clear indication of the midseason we are passing through. The smallest feathers, however, suffice to show the way of the modistic wind, and prominent among these slight indications is the more shapely wrap-coat. Not that this will oust—anyway so far as one can see at present—the more *négligé* cloak, but there is something that irresistibly arrests and retains the eye in garments of shapely symmetry.

A very pale grey velours that distinctly defined the figure had a panel mounted either side beneath a shapely applied half-belt and a glorious collar of chinchilla fur, while one of jade peach velours—a fabric this with a delightful suède finish and bloom—represented another significant success enhanced by a lining of soft black satin that revealed its presence in the guise of a deep scarf-like collar arrangement. For several reasons it is a foregone conclusion that extremely simple all-in-one gowns and long shapely wrap-coats of the same material will be widely indulged in during the coming months, and for the fashioning of such the above-named peach velours may be heartily commended. An increased shapeliness is likewise observable in the ubiquitous jersey and knitted frocks. These are the epitome of simplicity and neatness, with never a superfluous scrap of trimming or decorative relief of any description, while the figure is quite clearly defined.

Now this cult of severity is not by any means as easy to attain and carry off as might be imagined. It takes both style and distinction to bring out the character of a perfectly straight, plain frock, which for ordinary morning and ordinary afternoon wear is the predicted mode. But—and it is the usual big but—what really matters is the harmony of the completing *toilette* details. These immaculate finishing touches are more insisted upon than ever, and include hats, handbags, shoes, stockings, gloves, handkerchiefs and veils, as well as jewellery.

The lure of velvet has every appearance of proving as irresistible as ever, and there are encouraging reports also anent the quality and value of velveteen. In chiffon velvet the colourings are simply ravishing. A geranium pink restaurant frock conformed to the last letter of the decree for simple silhouette, being arranged with a long, flat, sleeveless bodice, on to which a straight slim skirt was mounted with an upstanding heading and a few gathers either side, not a flower or a fal-lal of any sort being permitted to break the severity, although one readily realises how much of the ultimate success would rest on carefully selected jewellery.

As a text to a short dissertation on tea-gowns, an essentially important item of an autumn outfit, our artist has contributed an original suggestion for using up the remains of a derelict evening gown. The specific colouring suggested, however, is Madonna blue crêpe de Chine, the high corsage belt of beetle's wing green lined with grey, the long ends falling down at one side and resting for a few inches on the floor. For the artistic overdress there is used green ninon or Georgette stitched with silver lace, a slip-on accessory that could be replaced by several similar different expressions or else perhaps one of the pretty short trained coatees.

A pleated skirt of chiffon mounted on a short waist bust type of bodice serves as an admirable basis whereon to hang various picturesque draperies with floating sleeves of the same transparency to which one of the dainty floral belts gives just the right decorative touch needed.

At a house renowned for its original tea-gown models I saw one of these pleated skirts in rose-coloured chiffon surmounted by a loose little cross-over corsage of soft satin, to the short Magyar sleeves of which long wing draperies were attached, falling to the very hem of the gown, while a statuesque confection of deep yellow chiffon velvet opened on a petticoat of pleated mist grey chiffon, emphasised at the top by a band of chinchilla fur carried across the back of the shoulders and finishing over the arms in a point.

That weird and strange peltry persuasion, monkey fur, is to be seen figuring on tea-gowns, afternoon frocks of velvet, and on other far more costly fur wraps, sometimes in its natural almost black hue, and again in alternate stripes of black and white, an expression that tends to intensify the weirdness.

L. M. M.



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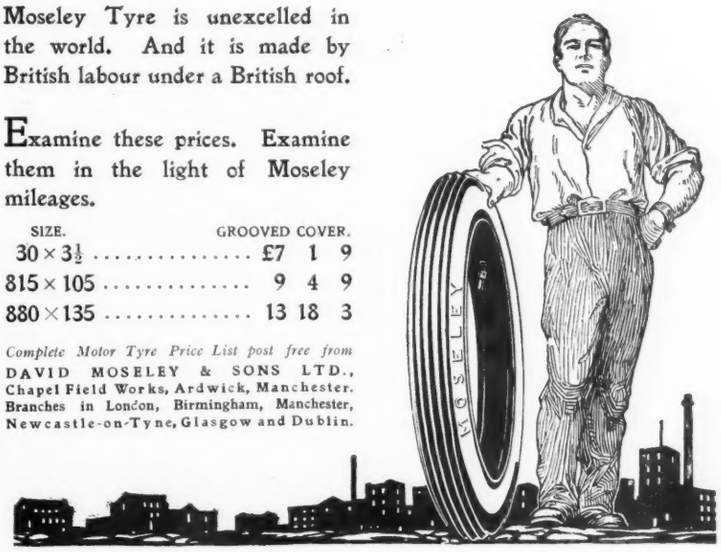
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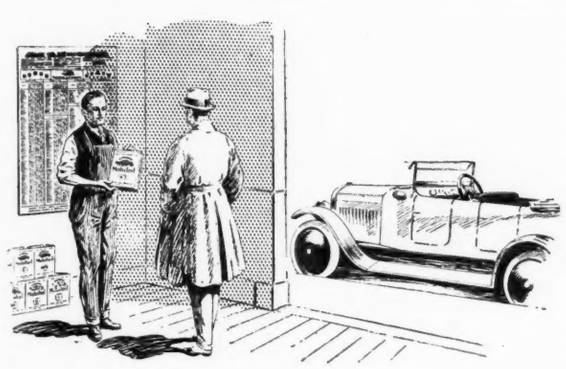
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NAME OF CAR.	1919 SUMMER	1919 WINTER	1917-18 SUMMER	1917-18 WINTER	1916 SUMMER	1916 WINTER
Alldays	—	—	—	—	BB	BB
Angus Sanderson	BB	A	—	—	—	—
Ariel	BB	A	—	—	—	—
Armstrong Siddeley	BB	A	—	—	—	—
Ariel-Johnston "Victory"	BB	A	—	—	—	—
Austin	A	A	—	—	A	A
Bayley	BB	A	—	—	—	—
Belsize, 15 h.p.	BB	A	—	—	BB	A
Bellier	A	A	—	—	A	A
Brasier	BB	A	—	—	—	—
Briton	A	A	—	—	A	A
Buick	—	—	Arc	Arc	Arc	Arc
Cadillac, 8 cylinder	—	—	A	A	A	A
Calthorpe	BB	A	—	—	BB	A
Charron	A	A	—	—	A	A
Chenard Walcker	BB	A	—	—	BB	A
Clement Bayard	BB	A	—	—	BB	A
Crossley	BB	A	—	—	A	A
Daimler	E	BB	—	—	BB	A
Darracq	E	BB	—	—	—	—
De Dion Bouton	BB	A	—	—	—	—
Delage	B2	A	—	—	—	—
Delaunay Belleville	E	BB	—	—	—	—
D F P	BB	A	—	—	—	—
Dodge Brothers	—	—	A	Arc	A	Arc
Enfield-Allday	BB	A	—	—	—	—
Fiat	—	—	E	E	E	A
Ford	E	E	E	E	E	E
Gregoire	BB	A	—	—	—	—
Hillman	—	—	A	—	BB	BB
Hispano Suiza	BB	BB	A	A	A	A
Hollier, 8 cylinder	—	—	A	A	A	A
Hotchkiss	A	A	—	—	—	—
Hudson Super Six	—	—	A	Arc	A	A
Humber	BB	A	—	—	—	—
Hupmobile	—	—	A	Arc	A	Arc
Isotta	BB	BB	A	A	A	A
King, 8 cylinder	—	—	A	A	A	A
La Buire	BB	A	—	—	—	—
Lanchester, 38 h.p.	A	A	—	—	A	A
40 h.p.	BB	A	—	—	—	—
Lancia	A	A	—	—	A	A
Lorraine Dietrich	BB	A	—	—	—	—
Maxwell	—	—	Arc	Arc	Arc	Arc
Metallurgique	BB	A	—	—	—	—
Mieusc	BB	A	—	—	—	—
Minerva	A	Arc	—	—	—	—
Mitchell	—	—	A	Arc	A	Arc
More	A	Arc	—	—	—	—
Motobloc	B	BB	—	—	—	—
Napier	A	A	—	—	A	A
Nazzaro	—	—	—	—	B	B
Newton	A	A	A	A	A	A
Oakland	—	—	A	A	Arc	Arc
Panhard & Levassor	A	Arc	—	—	—	—
Peugeot	BB	A	—	—	—	—
Phoenix	A	A	—	—	A	A
Pierard Pictet	BB	BB	—	—	—	—
Renault	A	A	—	—	A	Arc
Riley	—	—	—	—	A	A
Rocket-Schneider	A	Arc	—	—	—	—
Rover	A	A	—	—	A	A
S C A T	—	—	—	—	B	B
Scripps-Booth	—	—	A	Arc	A	Arc
Seabrook, R M C	—	—	Arc	Arc	Arc	Arc
Sheffield Simplex	—	—	—	—	BB	A
Singer	A	A	A	A	A	A
Sinaro-Berwick	A	A	—	—	A	A
Star	A	A	—	—	BB	A
Straker Squire	A	A	—	—	A	A
Studebaker	—	—	A	Arc	A	Arc
Sunbeam	BB	A	—	—	BB	A
Swift	A	A	—	—	A	A
Talbot	BB	A	A	A	A	A
Unic	BB	A	—	—	—	—
Vauxhall	BB	A	—	—	BB	A
Vinot Deguingand	BB	A	—	—	—	—
Vulcan	BB	A	—	—	—	—
Waverley	A	A	—	—	—	—
Wolseley, 16-30 h.p.	A	A	—	—	—	—
" 21-30 h.p.	BB	A	—	—	A	A
" 30-40 h.p.	BB	A	—	—	BB	A

FASHIONS IN SKIRTS AND SLEEVES

DRESSING INDIVIDUALLY. A COAT AND CLOAK SUGGESTION.

IT is amazing—or it would be if we did not realise the atmosphere in which we live nowadays—what interest a quite young girl-child takes in her personal appearance and clothes. Frequently an instinct, wholly undeveloped, this can at once be turned to good or the reverse. That, however, which is fatal is to ignore it. The psychological influence of clothes is immense, and assists as much as anything to determine character. At this date it is wholly superfluous to point out how a blue stocking is by no manner of means synonymous with dowdiness or an unattractive appearance.

On the contrary, the more highly developed brains are the more able they become to deal wisely and well with small as well as great things. That is not to say for a moment dress is to be counted among the little things. Very much the reverse, indeed, for there are brains, believe me, behind the modistic world to-day of a quality beyond question. It is merely a matter of taste and selection when and how talents are developed, and many is the big *couturière* who might easily have been a portrait or landscape painter, or equally, a fine financier.

Individual dressing, as I have before found occasion to remark in these columns, is very much on the increase. Naturally there are certain limits to be observed, but there is a less slavish following of La Mode's decrees, as, for example our skirts. If we took for gospel all the varying reports anent the correct length of these, we should be continually shortening or lengthening our possessions. Only the few over here, and those not of the *haute monde*, have essayed to follow the Parisian edict of the extremely curtailed *jupe*, the wise electing to bring taste and judgment to bear on the matter. With slim nether extremities it is merely a question of taste, but when it comes to large unshapely legs or thick ankles, then must judgment be exercised. Some thick ankles are better left fully exposed, and the rest left to the imagination, while others are more wisely covered. And this being so, we can let the bewildering reports go on the wind.

Similarly with sleeves, about which reports are equally erratic. Having weathered this disastrous summer in short sleeves without worse results than tan and a few more hairs, it is quite conceivable that courage will be found to face the cold of winter if we are sufficently young and have presentable arms. And *à propos* these short sleeves, the tight chemise style is giving way before the counter and more novel attraction of a *bébé pouf*. These are really rather charming, and in a black chiffon velvet afternoon gown seen recently were finished with the quaintest falling *poufs* of filmy age-tinted net, surmounted by a heading, stitched flat on the velvet, of an equally fine old lace. I rather suspect both were really old, as also the falling tucker to the shallow round *décolletage*, since these served as the decorative *pièce de résistance* of an otherwise absolutely simple straight frock.

I have also seen similar *poufs* introduced at the edge of a chemise sleeve, bringing this down to the depth of the elbow. But my personal feeling with regard to the chemise style is that it is growing rather *démodé*. In long sleeves the *pagode* and Bishop are alike in favour, the latter with soft falling frills of lace.

With the country and its many pursuits still looming large in importance there is small need to apologise for yet another appropriate suit. For this a deep rust-coloured tweed is suggested, striped with black and grey, the stripes lending themselves to some clever play in the fashioning, as a survey of the sketch will at once reveal; while the accompanying cloak is of the same material and shares the services of the large up-and-down picturesque collar attached to the coat, passing beneath and clasping with a strap and buckle in front, a similar contrivance closing the coat, with its long waist effect, on the left hip. Of the artistic heights to which even severe tailoring aspires, our original offering affords an illuminative example.

L. M. M.



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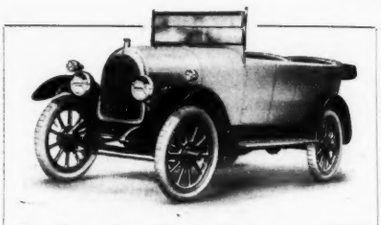
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THE LATEST VERSION OF THE COAT-FROCK. A NEW DECOLLETAGE.

OUT of a wealth of contradictory reports now sifting through from that "G.H.Q." of modes, Paris, one fact stands out crystal clear—longer lines are to prevail. These had to come, and right welcome will they be to those of us who have had more than enough of perky infantile styles. Essentially out of harmony with the troublous spirit of the hour—just now apparently affecting the whole of Europe—are knee-length skirts, low *bébé* bodices and strap shoes. These have nothing of the dignity and quietude which one feels is the proper pose before the prevailing economic upheavals, on the results of which no man can at this date venture an opinion. With so much that is vital at stake it is positively irritating to see our girls aping the pose of the *midinette*, and Paris with characteristic acumen has evidently realised this, to the end that dress in its every phase is to present a more gracious and dignified aspect.

The effect clothes have upon the mind, character and deportment is enormous, and these in their turn reflect the tone of the period. In face of what is before us, surely the most careless and indifferent must see how great changes are at hand, and it is impossible to reconcile these with that slouching pose engendered by high waist backs or the mincing walk that is the inevitable accompaniment of tight skirts. Again, what woman with a grain of common-sense is proposing to face the winter in thin transparent silk stockings and shoes that are mainly composed of straps. These are no fitting emblems of the stiff upper lip and steady firm outlook on life it behoves us all to cultivate. And this, believe me, is taking no pessimistic view, but merely looking stern facts in the face.

Far more appropriate to such an environment are the advancing fashions, which will exact a straight, upstanding pose with head erect, and allow generally of freer movements. Everything points to this fresh aspect, especially richness of materials and colouring. To touch upon the slightest and most accessible of expressions, the all-in-one frock of navy serge, is a vogue that is an absolute obsession at the moment. This in its infinite variety is immensely desirable. You may search for days and not find two alike. Sometimes it is only a girdle of some Eastern material, brilliant of colouring, frequently of cotton texture, upon which the success rests. Again, a serge will be requisitioned bordered with coloured stripes, which may be used either top or bottom of a skirt, for trimmed hips are quite as much in vogue as trimmed hems. Close lines of chain stitch in a contrasting *nuance* represent another popular fancy. Effected in grey, topped with two lines of rose, this hooped at regular intervals a straight chemise gown that buttoned right up to the throat to meet a high upstanding collar; while, in the case of a supremely original model, red, yellow and black raffia created a telling embroidery applied in the form of deep square hip pieces, a similar square occurring at the hem of the skirt in front and in a smaller size at the top of the square-cut bodice and bell-shaped sleeves. Severe and rather Cubist in suggestion, this nevertheless was an extremely telling creation.

A propos of the square *décolletage*, that promises to be quite one of the features of the coming autumn. It is *décolleté* only in front, the back reaching to the base of the neck and either left hard there or else fitted with an upstanding collar in which lurk shades of the Medicis. A variant of the mode again is found in a V shape, selected by our artist in conjunction with her original offering of an afternoon gown. For the fashioning of this there is used black crêpe Marocain, best described as a heavy crêpe de Chine, trimmed with real or imitation caracul. The imitation—a silk plush production—is perfectly satisfactory and much approved by Parisian *couturières*, who have for some years now been very *épris* of these clever woven fur plagiarisms.

Features in the gown to be noted are the long loose bodice and graceful hip sash, the latter a detail of particular significance and one that is to figure on both day and evening confections. The sash, in fact, looks like being the sole concession to an otherwise studiously straight silhouette, since permission is already forthcoming to *bouffant* this out to our heart's content on evening and afternoon dresses. With the long hip bodice incapable of doing wrong, together with the equally straight long draped skirts, the sash is assured of a place, and apparently it may end anywhere—at one side, in the centre back, or again a little awry there. Huge butterfly bows, like wings, usually of tulle, disposed to entirely conceal the back of a low evening corsage, may be placed in the category of sashes, and are a decoration that imparts a particularly charming finish to a young girl's evening frock.

Naturally, the revival that has set in for closing bodices visibly up to the throat in front has brought to the fore an increased choice in buttons, among which figure tortoiseshell, onyx, cut jet, cut steel, old paste and lapis-lazuli, while in the world of composite productions it is possible to match almost any gown.

Buckles likewise play a part in the decorative scheme. Scarlet leather buckles and tabs were seen ornamenting a dark blue gabardine coat-frock, which was worn with a *chic* little round toque made entirely of lines of red plush strands caught down with dull silver thread, a scarlet leather handbag adding a final touch of distinction. Another type of toque that attracts me is a round pudding basin affair of suede-finished cloth. This stands rather high, having a deep brim arranged towards that end into the circle of which a flat crown is fitted. In rust red over which a pale tan-coloured veil is thrown, caught with a long cone-headed pin, these toques go well with almost any of the neutral mixture tweed suits, just now having the time of their lives up North, amid the appropriate surroundings of moor and mountain.

L. M. M.



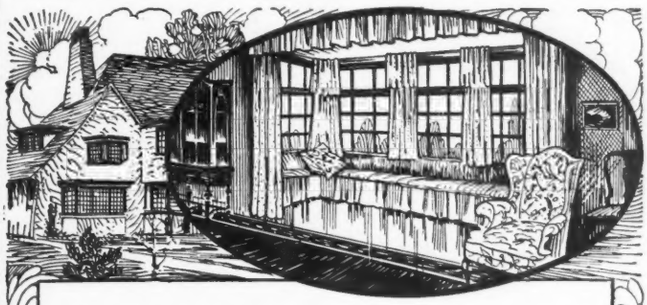
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FROM THE EDITOR'S BOOKSHELF

The Crisis of the Naval War, by Admiral of the Fleet Viscount Jellicoe of Scapa. (Cassell, 31s. 6d. net.)

LORD JELLICOE'S second book on the war at sea, like the first, is a semi-official despatch. His own personality, his own thoughts and feelings do not obtrude upon the story he has to tell. It is an admirably impersonal account, and the extent to which the Admiral conceals himself and his fate may be gauged from the fact that there is only one oblique reference to the termination of his period of office. "By that time I had left the Admiralty," is all he says. Of the circumstances, of the bitter indignity heaped upon him, of the envenomed attacks, open and covert, made upon his administration, he says no word. This dignified reticence has its penalty as well as its greatness. Lord Jellicoe's services to the State are all too little realised by the great majority of his countrymen, accustomed as they are in these days to self-advertisement by the Great and the Would-be Great. This book will do something to restore the balance, for it is a plain straightforward account of good work, well done. Jellicoe went to the Admiralty from the Grand Fleet on the eve of the unrestricted U-boat campaign. The paucity of material which his precursors had provided to meet such a threat is shown by the facts that at that time we had only four merchant ships and a flotilla leader equipped for mine-laying; our weekly output of depth charges was such that it was insufficient to keep a stock of four in each destroyer; and in a stock of some 20,000 mines then available, only 1,500 were fit for laying; and there was, of course, the recurrent shortage of ships to do all the work that the Navy was called on to perform. "Any system of convoy was at this time out of the question, as neither the cruisers to marshal the convoy to the submarine area, nor the destroyers to screen it when there were available." And "We realized at the Admiralty early in 1917 that no effort of ours could increase the output of destroyers for at least fifteen months, the time then taken to build a destroyer in this country." What was done? The Navy was not allowed to tackle the problem itself. There was super-imposed on the Admiralty the Controller's department, with Sir Eric Geddes at the head of it. It was intended to speed up production of naval and mercantile shipbuilding. "A very large administrative staff" set to work, and Jellicoe was involved in the task of reconciling the new with the old and doing work "which had no connection with the operations of war" at a period when the enemy's submarine campaign was at its height. Did the new organisation justify itself? Before it was instituted the Admiralty had a system of forecasting, six months ahead, what new ships would be delivered and available for operations. That forecast could be depended on to within one or two ships. The new organisation's forecast at the end of five months proved to be wrong to the extent of seventy-one anti-submarine craft alone. Lord Jellicoe not unnaturally says: "It was obviously impossible for the Naval Staff to frame future policy unless some dependence could be placed on the forecast of deliveries." You cannot carry out plans without the vessels allowed for in those plans. On the other hand, production of various devices where Lord Jellicoe himself was responsible did materially improve. The output of depth-charges, for example, rose from 140 per week in July to 800 per week in December. The number of merchant ships fitted with the Otter mine-sweep in July was 95, and in December was 900. The sets of smoke apparatus issued in April totalled 1,372, and in November 3,976. It was the mine, however, that was the crux of the anti-submarine campaign. In January, 1917, we did not possess a mine that was satisfactory against submarines. In the last quarter of that year 12,450 mines of a new pattern were delivered by manufacturers, and 10,389 were laid in the Bight of Heligoland and in the Straits of Dover. This was made possible not only by speeding up delivery, but by the addition to the five mine-layers previously mentioned of twelve light cruisers, twelve destroyers, five submarines, wo large cruisers and a number of motor launches and coastal motor boats, all specially fitted for the work. And there were more in hand. These are only a few of the simpler points in which the work done by Lord Jellicoe at the Admiralty is shown for the first time at its true value. It was due to him that we got the reorganised Naval Staff in 1918, a change which was heralded as a great triumph over reaction by the opponents of the Admiral, who imagined, or pretended to imagine, that he had blocked the road to progress. It was under his guidance that the convoy scheme was introduced as soon as it was feasible. And above all it was his measures, his energy and his foresight that first baffled and finally defeated the unrestricted U-boat campaign. He sowed, and others reaped, pretending that they had produced the crop by intensive culture. It was the unnoticed, unheralded and unrewarded work done by Jellicoe and his personal assistants in the early months of 1917 that beat the U-boat on the material side. He gave the men at sea the means with which to do their work. And the men who were at sea have known all along where to ascribe the praise. Now, too, those who lived in safety ashore, have a chance to realise the grave injustice that has been done to a great public servant.

Village Halls and Clubs, by Sir Lawrence Weaver, K.B.E. 8½ins. by 6ins., 112 pages, 85 illustrations. (COUNTRY LIFE, 7s. 6d. net.)

FOREMOST in the reconstitution of rural life, so essential to-day, must be provided some centre for amusement and recreation other than the local inn if the constant flowing stream of workers from village to town is to be effectively stemmed. Recognising this fact, in numerous villages clubs and halls have been erected, and a book in which the best recent examples are brought together should be of great value and interest. Such is Sir Lawrence Weaver's book, recently published in the COUNTRY LIFE series. Coming from the hand of one so essentially direct and practical, and so skilled in the art of presenting the record of architectural skill in the most attractive way, we should expect it to be a thoroughly useful book, and this it is. Examples of little club buildings are brought together from all parts of the country, ranging from the simplest possible types to what are, for a village, quite ambitious efforts. Planning and construction are first brought under consideration, and then comes a critical review of the various examples illustrated, followed by an explanation of how village clubs can be formed and how best they can be run. The examples shown, moreover, have been selected with a discerning eye for architectural merit—a most important matter, because, in endeavouring to better the conditions of rural life, we do not want to see a beautiful old place spoiled by the intrusion of something harsh and banal; and in this respect alone the book under review should do good service by showing both to architects and to lay readers the sort of building that ought to be provided.

Development, by W. Bryher. (Constable, 7s. 6d.)

AN extraordinarily vivid revelation of the development of the mind of a girl from her baby days until she grows to womanhood—a mind exceedingly interesting, full of possibilities, capable of splendid achievement, but (oh, the pity of it!) a mind so neglected by those who had the responsibility of directing its energies that it became utterly self-absorbed and introspective. The child had an imagination which might have been a glorious possession, but instead it created for her a prison world with walls so high that she could not see the real world outside and the beauty of its personal relationships. Poor Nancy! so many girls would envy her her childhood. She was free as ever child could be that was fettered by a tangle of undisciplined thoughts, she could read what she liked, and her tastes were far in advance of her age, and she travelled with her parents every year, visiting Italy, Egypt, Spain, Sicily and Switzerland. But the images of her mind were her only companions, for she had no friends. And then, at fourteen, she was sent to school. One cannot contemplate the cruelty of her parents in sending her to school, and to such a school, without being aroused to the highest indignation. She gave nothing to the school, and she therefore gained nothing from it. For the agonies of mind she endured while there she blamed the school. Certainly, even if we disregard the colouring given to it by Nancy's distorted mind, it must have been a sorry place, with its hideous and shabby fittings, its unsympathetic teachers, its futile lessons and its cowed pupils, but it is no example of a modern secondary school, and as an exposure of girls' secondary schools it cannot be taken seriously. However, as a warning to parents of what untold suffering their selfishness and neglect can bring to a sensitive child the book is a terrible indictment.

Penny Plain, by O. Douglas. (Hodder and Stoughton, 8s. 6d.)

PRIORSFORD would seem to be a close relative of Abbotsford, at any rate it is an old-fashioned village on the Tweed where O. Douglas has found a very suitable stage for her novel with its charming admixture of realism and romance. The actors in the little drama are the inhabitants—rich and poor, blue-blooded and self-made, and two or three visitors from the outside. Many things happen which occur once in a while in life but not so often altogether as in this story. There is a millionaire, Peter Reid, who has gone off to London and made a fortune. He is a stony-hearted miser who never has had a friend in his life, and when the medical specialist tells him that he must give up work because of a disease that may bring about his end any day, he flits back to his native village, where he finds the heroine of the story in the cottage in which he was born. Moreover, when he goes to call she sings to him the song his mother sang, and a very nice song it is.

O, the land is fine, fine,
I could buy it a' for mine,
For ma gowd's as the stooks in Strathairlie;
But I fain the lad would be
Wha sailed ower the saut sea
When the dawn rose grey on Strathairlie.

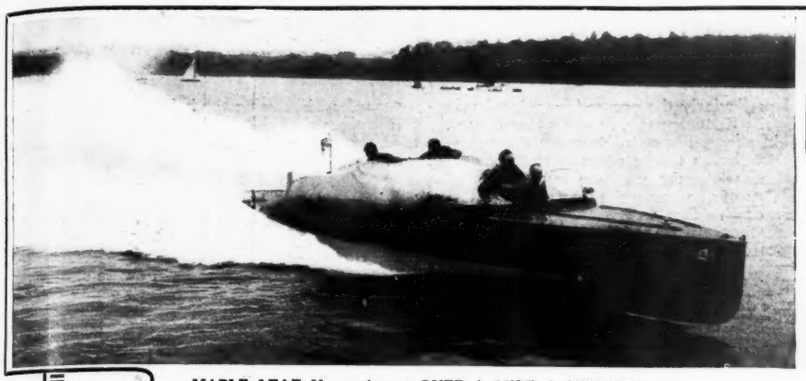
His heart softens and entirely melts when the girl gives him the precious volume in which the song is included. Ultimately he leaves her his fortune as the only human being who had ever done him a service without hope of reward. Lodging with a kind-hearted but crabbed widow is the sister of a peer, a most enchanting person, whose brother eventually marries the heroine. It is a book full of Scottish character and Scottish sentiment that would have been improved by the addition of a little salt in the shape of something "snell" that the leading characters seem to be without. They are absolutely too sweet.

Brodie and the Deep Sea, by I. A. R. Wylie. (Mills and Boon, 7s. 6d.)

MISS WYLIE uses her gifts well. She has the most enviable power of controlling her audience so that they will feed tamely and contentedly out of her hand, and they will not, and they have no wish to, escape until she has given them the last crumb of the very palatable meal she concocts for them. In *Brodie and the Deep Sea* Miss Wylie works out a very interesting situation and her characters are so realistic and presented so finely that a very convincing picture of human nature is put before us. Ursula marries Adam when she has nursed him back to convalescence in a hospital in France. Adam is a major, splendid with heroic deeds; Ursula is a V.A.D. glorying in her freedom and the sacrifice of comforts. That is during the war. After the war Adam is the grocer's son and Ursula the granddaughter and heiress of a peer. The conventionalities of society are almost strong enough to wreck the union, but finally personality, which won them for each other, wins the day, and what had counted with them when they married counts again in the eyes of the world. The snobbism of both lower and upper classes is broken down.

Bowls: How to Excel at the Game, by G. T. Burrows. (COUNTRY LIFE, 1s.)

MR. BURROWS attributes the increased interest in bowls to the fact that young men returned from the war are fired with the idea of doing rather than watching and so aspire to take an active part in the game themselves instead of admiring the skill of veteran players. Be that as it may, the game of bowls is steadily growing in popularity, and Mr. Burrows' well arranged and clearly written booklet should help it to greater favour. It will prove at the same time a most handy and efficient guide for the beginner and a useful reference book for the seasoned player.



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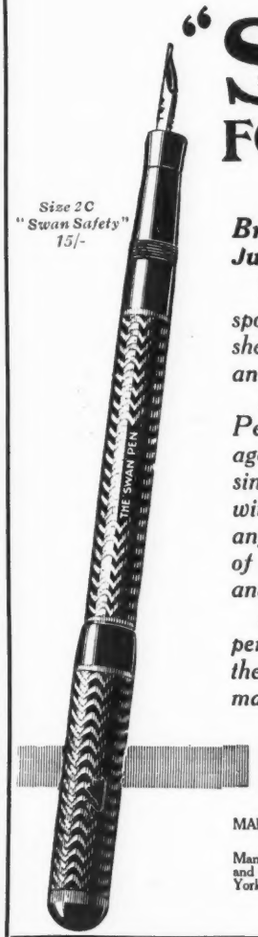
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MATTERS OF THE MOMENT

DEEPDENE, DORKING.

The attention of readers of COUNTRY LIFE was called at the time to the purchase of Deepdene, Dorking—once the residence of the ninth Duke of Norfolk, afterwards of Lily Duchess of Marlborough, then of Lord William Beresford and finally the seat of the Hope family—by a syndicate whose intention it was to convert it into an hotel of the highest class. Deepdene in its new guise was duly opened at the beginning of last month and is proving the wisdom of the originators of the scheme. Their desire is to preserve the atmosphere of a country house-party. During the winter weekly dances will be held, and at present lawn tennis, croquet and other outdoor amusements are in full swing, while the eighteen-hole golf course at Betchworth, close at hand, is much frequented.

ROUND THE WORLD BY THE CANADIAN PACIFIC.

The liner *Empress of Canada*, recently launched from the yard of the Fairfield Shipbuilding and Engineering Company at Govan, Glasgow, is intended to be used in the Canadian Pacific Mail and Passenger Service between Vancouver, Japan, China and Manila, but her first voyage is to be a tour round the world. She is to leave Liverpool in March, 1921, and sail round the world, touching at Gibraltar, Monaco, Naples and Suez. She will go through the Red Sea to Bombay and then to Colombo, Singapore, Batavia, Manila, Hong-Kong, Shanghai, Kobe and Yokohama. At each port of call time will be allowed to visit the important places of interest within easy distance, and the tour should be a memorable one, for the *Empress of Canada* will be the largest mail and passenger steamer running on the Pacific. Some idea of her size and accommodation may be gained from the fact that the first-class reception-room, particularly designed to give room for dancing, has an area of over 300 superficial feet.

A TRIP TO SOUTH AFRICA.

The African Realty Trust, Limited, (36, New Broad Street, E.C.) are proposing to form a party of those interested in the Langholm and Zebediela estates and the African Canning and Packing Company to visit South Africa and particularly the properties under development by the Company, in order that they may obtain personal knowledge of the development work which is taking place in their interests. Anyone who may possibly intend to be a member of the party should notify the Company of the fact and will then be consulted before the final details are drawn up. It is proposed that the tour should start some time between the beginning of November and the end of January, and it will offer a delightful escape from the worst part of the English winter.

THE SOMME.

The previous volumes of the Michelin Guides have been noticed in these columns. The latest, which deals with the first battle of the Somme (1916-1917) and is issued at 4s. by Messrs. the Michelin Tyre Company, Limited, 81, Fulham Road, London, S.W., is not only worthy of its predecessors but possibly even a little more interesting and instructive. Clear type, well-arranged itineraries and instructive notes which were features of the previous volumes are all present in the new one; but the illustrations, small as they must necessarily be if so many are to be included in a book of handy size, seem even better chosen and more illuminating. It is indeed difficult to imagine any book better fulfilling its purpose.

LONDON BELLS.

The bells of the City are dear to many a Londoner, and it should be of interest to all whom work or pleasure bring within their radius to know that the thirteen bells of the Royal Exchange have recently been lowered from their tower and taken to the Croydon Bell Foundry to be re-cast and tuned on the modern principle, of which Messrs. Gillett and Johnston are such able exponents. The Automatic Carillon Machine erected by Messrs. Gillett and Johnston in 1895 is also being renovated by them at the same time.

FOR SICK OR STARVING CATS.

An appeal for funds to carry on the work of the Cat Shelter Branch of Our Dumb Friends' League is being made at the present moment, when resources are more than usually taxed because of the number of these animals turned adrift during the holiday season. Contributions should be addressed to the Secretary of the Fund at 58, Victoria Street, London, S.W.1.

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THE BATTLES OF BELGIUM.

Few people realise how much may be seen of the Belgian battlefields with only a short time at one's disposal. Many visitors to the Olympic Games at Antwerp have proved for themselves that, entering Belgium by Ostend, a visit to Zeebrugge Mole, Dixmude, Ypres, Mont Kemmel and Bruges, the tour taking one through miles of shell-riddled country, past hundreds of relics of the war, can easily be achieved not in days but hours.

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A depot for Wales and the South-west of England has been opened by the well known firm of Messrs. Vickers, Limited, whose town address is Broadway, London, S.W.1. The new depot is at 43, Park Street, Bristol.

ON CHOOSING JEWELLERY.

A great many people when they go shopping find their powers of selection somewhat impeded by the magnificent display made by the West End emporiums, while the fact that in so few cases can comparison be made between the articles inspected and articles already possessed tends to increase their uncertainty. The makers of Sessel Pearls (Messrs. Bourne, Limited, of 14 and 14A, New Bond Street, W.1), besides issuing an extraordinarily well got up catalogue showing about fifty designs in their re-constructed gems and Sessel Pearls, are also always pleased to send a selection of Sessel gems to customers for personal inspection.

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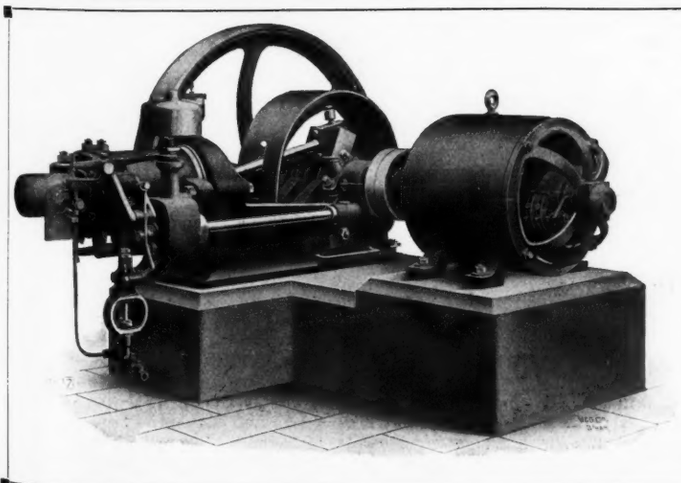
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FROM AN IRISH SHOOTING DIARY

FROM 1902 to the beginning of the late war in 1914 the writer had the good fortune to shoot over large estates in the West of Ireland, and during that time kept an accurate record of all game shot. As would be expected, snipe formed the greater part of the bag, accounting for 10,620 out of a total head of 20,080; the remainder consisting chiefly of 3,338 pheasants, 1,224 woodcock, 1,170 rabbits, 842 golden plover, 494 grouse and 75 wild geese. The best snipe season we ever had was the last before we had to go to France for the next five years after bigger game; during the season of 1913–14 we got 1,256 snipe out of a total head of 2,011. As usual, we shot most of the snipe during October and November—October 563, November 357, December 136, January 95, February 105; in fact, we used always to think that snipe shooting in the West of Ireland was practically over by Christmas.

Though English people may not believe it, yet it is a fact that October is often a very dry month in Ireland, so much so that it is often difficult to find places wet enough to hold snipe, though otherwise everything is in favour of snipe shooting. The home-bred snipe, greatly increasing before the hard winter of 1917–18, do not leave us until the first bad storms of November set in, and the "foreigners" are coming in in successive "flights" during October and the first half of November; there is plenty of cover everywhere; the snipe usually have quiet nights to feed, and consequently lie well to dogs during the daytime; and lastly, the weather conditions are ideal for snipe shooting.

Before the war I used to shoot snipe from October 1st to March 1st, but now (I suppose it is a case of age) from October 1st up to Christmas about sees me through, the good days after Christmas being so few and far between. Though I remember one good day's shooting in February one year when we (three guns) got 21 brace of snipe: it was a bitter day with savage hail and snow showers from the north-west. We found setters useless (we were chiefly shooting large rushy fields), so tied them up and took the fields in broad beats always down-wind. Most of the snipe rose 40yds. off, but as we were going down-wind some gave us crossing shots; while my companions, who were noted snipe shots, took full advantage of that tiny fraction of a second which every snipe gives as he leaves the ground and starts his flight against the wind, no matter whether eventually he flies down, up or across the wind. One of the guns, the quickest snipe shot I ever saw, used literally to down some of the birds a few inches from the ground, and I know that often his gun would go off before reaching his shoulder. And this is the only way to make a good bag of snipe when they are really wild: the slow shot, no matter how good his eye may be, will always be too late. The shot must always coincide with that almost imperceptible pause a snipe makes when rising, before he really gets going and twisting himself inside out.

I see that in October, 1913, the best day we had was 69 snipe, though we had other good days of 58, 56 (twice), 51 and 49; for fourteen full shooting days that month we averaged 20 brace a day. I recollect that during that October, which was exceptionally fine after a very wet September, on many occasions I heard snipe high up in the air calling, waited until they pitched, walked them up and shot them. I am sure that these snipe had only just arrived in the country, especially as they were in poor condition. We had a theory that during October, when the snipe were coming into the country, you could shoot one beat a dozen times during the month and most likely get the biggest bag the last day that you shot it. During October, 1913, we put this theory to the test—to the tune of eight times instead of twelve—and proved it correct. There are always certain spots—you soon get to learn them when you thoroughly know every yard of a snipe beat—which always hold snipe when there are plenty in the country; you may shoot a snipe in such a spot in the morning and will find that another has taken up its quarters there by the evening. By the second week of December in 1913 we had shot 1,000 snipe, the best bag afterwards only being 8 brace. After the middle of December the snipe seem to leave the west, going south to the counties of Cork and Kerry, and only appearing again in the west towards the end of February, when the migration period is near at hand.

In the west of Ireland the nearer you get to the Atlantic the closer the grouse lie; I believe it is the same in the west of Scotland. On the Ox Mountains in County Mayo I have often seen grouse wild in August, impossible to get within shot of; while on the mountains on the seaboard of the same county, during the stormiest time in December, I have found it nearly impossible to get the birds up, so close will they lie. In fact, without the best of setters you would think that there were no grouse at all. I have no explanation to offer, unless it is the influence of the Gulf Stream, which seems to have the same effect on the peasants in Connemara.

When grouse shooting over the Sligo bogs in August we used always to see large stands of golden plover, many with black breasts and others with black and greyish white breasts; they were beginning to pack after the breeding season, preparatory to taking up their winter quarters in the more fertile and sheltered valleys of the lowlands, where they used to go with the first bad weather in September.

In October, 1911, I had one extraordinary afternoon's golden plover shooting. After lunch I started off with a friend to shoot a snipe bog about two miles away. On the way to the bog we passed over a large tract of low-lying meadow land which usually at that time of the year held golden plover. Sure enough we found a large "stand," and after a successful stalk got four barrels well into them. After picking up our birds we proceeded on our way, but had not got far before we heard two barrels about half a mile away, and back came the plover trying to pitch on their original ground. Again we got four barrels into them, again they flew off, and again we heard the two barrels in the distance, and back came the plover, this time split up into small stands, and for a quarter of an hour we had great shooting. In the end we found that we had 54 golden plover. We found out afterwards that when the "stand" tried to pitch on another ground about half a mile away a poacher fired at them and drove them back to us.

A great many of the golden plover in the district used to rest for the night on the shores of a small bog lake; we built "blinds" here and used to have great shooting on a winter evening at the plover as they wheeled over the shore of the lake before pitching.

The very severe frost and snow of the winter 1917–18 killed thousands of snipe, 'cock and green plover in Ireland—many of them were killed by country boys with sticks on the shores of the Atlantic in Connemara, where the unfortunate birds had flown as a last resource in search of food among the seaweed and because at last they were too weak to fly. The green plover seem unable to stand a long period of snow and frost, and since that hard winter, where before you would see thousands, now you will hardly ever see a green plover. During frost and snow green plover become extraordinarily tame, and the country people used to shoot many of them when snow was on the ground out of their carts on their way to the market towns where they would sell them for 3d. each; the plover seemed unable to recognise a gun in a cart.

Jack snipe have been increasing regularly for years in Ireland; hard frost seems to have no effect on them; doubtless they then live on mosses and certain grasses found in bogs. We always found jack in certain places, generally reedy bog-holes, and so close will they generally lie that even with good setters it was often impossible to make all the jack in one of these spots rise.

Teal have of late years greatly decreased, though some still breed in the large bogs. I think the large increase of country dogs of recent years has been the chief cause of the decrease of several kinds of game in Ireland. When the country people are turf-cutting in the large bogs during the early summer they always take their dogs with them, and the dogs wander over the bogs and kill many of the young teal and grouse. Of late years partridges have nearly disappeared, trapped in the small fields round the villages chiefly in the winter time; but in certain thinly inhabited districts one can still find an odd covey. I have often shot a partridge minus a leg. Before the war the ironmongers in the country towns used to sell miniature rabbit traps—beautifully made—for 4d. each: the country lads used to buy dozens of these and catch snipe and partridges chiefly with them, and send the game by parcel post to London.

Though during the winter time one would hear a good many shots fired over the countryside, yet I think most of the shots were at green plover and curlew, and during the dusk at duck flights. As a rule the Irish poacher finds that snipe shooting does not pay, except plastering snipe feeding at a spring on a moonlight night during frost; it takes too many cartridges to bring down a snipe on the wing. In the south of County Sligo I knew one great poacher—and a better sportsman I never met—who during the summer time worked as a bricklayer in England, but was always home and at work on the snipe with his beloved red setter by October 1st, and until March 1st he would shoot snipe seven days a week.

When passing across the middle of Ireland, coming from France on leave during the war, I was much struck with the increase of game visible from the train window. Formerly when going from the West to Dublin one would hardly ever see game of any kind from the train, but towards the end of the war I often saw grouse, duck, teal, pheasants and hares in increasing numbers. Poaching during the war was reduced to a minimum, owing to the country people being unable to buy cartridges; they had the guns all right, but of late years they could hardly get a single cartridge. High prices for cartridges and low prices for game would abolish poaching in Ireland; once the profit on game (money for drink) was gone, the great majority of poachers would not be bothered to go out shooting.

The only times we ever used to get on terms with the wild geese was when they had a strong wind against them, when flighting by moonlight to their feeding grounds, but these nights were few and far between. However, in 1909–10 we managed to account for 24 white-fronted geese, chiefly during night flights; a few were stalked during the daytime with a rook rifle.

During the winter of 1913–14 I saw a small flock of seven snow geese on a winter afternoon, flying low and making for the north-east; the setting sun showed up the black on their wings very plainly. This is the only occasion I have seen, or heard of, these rare American geese in the West of Ireland. There had been very bad westerly gales previously; one day out snipe shooting I had picked up dead in a rushy field a stormy petrel. A. W. LONG.

INSURANCE AND EDUCATION

FEW forms of insurance are more valuable than that which is known as the Educational Annuity. The governing idea, of course, is to make provision for the expenses of children's education at the time when they are likely to be heaviest. Everyone in these days desires to give the best possible education to his children—to the girls as well as to the boys. In Victorian days only the boys' education was supposed to be important, and in far too many cases the interests of the girls were wholly and ruthlessly sacrificed to those of their brothers. That is no longer the case. The prudent parent of the present day is anxious to give both to his sons and daughters the best education in his power.

Education is expensive. Indeed, some forms of it—and very desirable forms, too—are exceedingly expensive. And though it is quite true that very good education can be got cheaply—for example, at the grammar schools in many of the leading towns—large numbers of parents desire that their children shall have the advantage of going to a Public School. If they have been at a Public School themselves, they will be eager that their sons shall go there likewise, and they will be ready to make any reasonable sacrifice to achieve this end. Public Schools, however, are a luxury, and the professional classes—which have been very hard hit by the war and the general rise in prices—are likely to find it more and more difficult to pay the increased fees and growing expenses of the Public School. The pressure on the waiting lists of these schools was never so severe, but this pressure is not coming from the old class. It is coming from those who have made money during the war—from the "new rich."

It is all the more incumbent, therefore, on the professional man to consider the problem of how he is going to meet the cost of his children's education. There is not much prospect of relief in taxation for him. All the trend of modern legislation is to pile new obligations upon his shoulders. *Ex hypothesi*, he is beyond the range of income tax abatements and is treated by the State as though he belonged to the category of the rich business man, whereas he has to struggle very hard to keep his head above water. What is he to do, therefore, if he cherishes the laudable ambition of sending his children to a Public School, and afterwards to a University, if they wish to enter the learned professions? He may, of course, trust to the chance that his own income will steadily expand, so that, when the time arrives, he may be able to pay both School and University fees without undue strain. Or he may trust that something will turn up and help arise from some perhaps unexpected quarter, as help very often does. But, on the other hand, it much more frequently happens that the income does not expand in the way hoped for and that no window in heaven is opened at the critical moment. Then there is disappointment and bitterness, and the ambition of years is left unrealised.

It is much better in these matters to trust to providence than to Providence. You can rely on the one with security; the other is liable to vicissitudes beyond the power of human control. The Educational Annuity is sure and safe. Most of the insurance companies issue them, and on conditions which are fair and even generous to the policy holder. Suppose, for example, a man wishes to be sure of having an additional £500 to spend on a son's education from the age of fourteen, so that he may go for three or four years to a Public School. He can make certain of that amount by paying rather more than £25 a year for fifteen years. At the end of the period he can arrange to draw £100 a year for five years, or £125 a year for four years, or £166 13s. 4d. a year for three years. In fact, the sums would be rather more, for the company will pay interest on the capital sum remaining in their hands during the period in which it is being drawn out. If the parent dies during the fifteen years, there may be some difficulty in keeping up the payments, but this contingency can also be provided against. For by paying an additional £3 a year a parent obtains the satisfaction of knowing that if he dies the premiums stop absolutely and his child still receives the full £500 at the end of the fifteen years. If he survives, he will hardly regret having paid £45 for this feeling of security.

Such is the principle of the Educational Annuity, and a very sound one it is. But there is another—and even more profitable—way of achieving the same end. For example, a man may take out a fifteen years' endowment insurance policy on his own life. For about £28, at the age of thirty, he would get a £400 policy of that character, which, with bonuses, at the end of the period would be worth nearly £500. If he died, his estate would immediately benefit, and he would have made in this respect a profitable bargain. If he survived, he would have his £500 for his children's educational purposes. To those who look only at the figures this is doubtless the more attractive and profitable plan. But it is a mistake to look only at figures. There is obviously much greater danger of an endowment policy of this latter kind being diverted to other purposes. It is just the same as any other endowment policy which the same man may have taken out. An Educational Annuity, on the other hand, remains in the impartial hands of the insurance company, even during the period of distribution. F.

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WITH yellow in its every expression in high favour it is scarcely astonishing to find an impress laid on amber. In all pile materials, such as velvet, chiffon velveteen, duvetyn, ratine and velours, the individuality of the amber tint comes up in perfect faithfulness. It is quite distinctive and promises to be one of the leading colours of the coming season. A tea-gown of amber chiffon velvet is eminently covetable; as is also an evening toilette arranged with the approved long, clinging draperies, relieved by a touch of dark fur and perhaps a little good old lace. In duvetyn and velours it is, perhaps, a little ephemeral, but, nevertheless, assured of being indulged in by those who can afford more than one wrap or gown of this particular yellow which, together with reds and blues and purples, expresses the richness of tone now once again in vogue.

New velvets and velveteens—a veritable avalanche of them—have put in an appearance, the latter ranging from quite inexpensive qualities to a chiffon weave that is fetching 18s. and 19s. the yard. This latter is a great acquisition in view of the price of silk velvet, which runs into appreciable sums, really prohibitive to all save the newly rich. A great success also may be predicted for cord velveteen. For some reason far too occult for the lay mind to fathom cord velveteen comes up a much better black than the plain qualities, and there are also several perfectly delightful *beige* and beaver shades. For the fashioning of the smarter type of coat or chemise-frock these are already arresting much attention. A charming model seen had the skirt with falling side draperies surmounted by a long-waisted bodice, very flat, severe and straight of line, the top cut into a square-shaped *décolletage* in front, which, together with the long, close-fitting sleeves, was edged with dark fur; while a black cord velvet, cut in one, but with some cleverly introduced folds at either side, buttoned right up to the throat to meet a high collar finished with a narrow line of grey fur.

Corduroy velvet has entered into serious rivalry with duvetyn and velours for the fashioning of wrap-coats, and for that purpose is proving especially successful in the above-mentioned neutral tints, jade green, the warmer shades of brown, terra-cotta and rust red, in any one whereof the accompanying wrap-coat model would turn out effectively, although the design was actually planned for jade green duvetyn trimmed with black fur and lined black satin. Whatever else we may deem fitting to leave out of the coming season's wardrobe, it is inconceivable to believe this can possibly be a woollen wrap-coat. The choice and variety are far too attractive to be ignored, and with the inevitable collar of fur now accorded them, not to mention more elaborate fur decorations, they certainly fulfil every requisite of a smart and seasonable wrap.

A side issue that may perhaps interest some readers of these columns is school outfits, just now very much on the *tapis*. As with everything else, their cost has about doubled, and I hear of much tribulation of spirit among parents who have to conform to regulation school outfits. Where boys are concerned this is not, perhaps, quite so appreciable, warm grey three-piece suits, with either short or long trousers, reigning supreme for preparatory schools, and black coats and vests and grey hair-striped trousers for public school boys.

When it comes to girls, however, a uniform ties one down, whereas given a freer hand it is frequently possible to pick up quite serviceable dresses and coats suitable to school wear at reasonable prices. I was much struck with a simple, straight all-in-one frock that could be worn by girls up to twelve or fourteen years; the top shaped in a shallow round opening in a short V over a flat vest of natural tussore silk, bound, as were also the elbow-length sleeves—the modern girl from the earliest age detests long sleeves—with black silk military braid, and knicker-bockers to match fill the place of the ordinary petticoat with a frock of this description. The whole possession comes out at a price accessible to the most seriously depleted incomes.

Another pre-war revival worthy of comment is the navy nap cloth coat, as ideal a possession as could well be imagined for the modern schoolgirl. Double breasted and belted, with adjustable collar, it matters little if the regulation school walk, started in fine weather, is concluded in a deluge of rain, which the nap coat turns with complete *sang-froid*.

Among the pretty little dresses or evening frocks, an already necessary item of the term that ends just before Christmas, I noted two of pale lemon colour. One of these in crêpe de Chine, suitable for a girl of fifteen or sixteen years of age, was trimmed with ribbon velvet of the same colour, arranged in groups of superposed frills about the hips; while the other, of Georgette, had small ribbon sunflowers dotted about at wide intervals with black embroidered centres. For an older girl nearing sweet seventeen I was shown a pale *orchidée* mauve satin *beauté*, the slightly full skirt drawn in at the hem, harem fashion, and ornamented up either side by four outstanding narrow frills of mauve tulle.

Simply perfect for ordinary school wear are the woven wool stockinette frocks, these at one representative house where they are made a speciality ranging from 3½ guineas in price. Following this trend many mothers with a *penchant* for knitting are doubtless already busy with knitted wool frocks, in the expression of which every week almost is responsible for fresh ventures and colour departures.

For sports wear the knitted frock and skirt and jumper have monopolised the whole situation. Almost all these amount to a uniform, if such can be accepted as a true description of models, scarcely two of which are alike. Heather mixture wools are responsible for some of the most seasonable and original efforts, and appeal as particularly suitable wear for town in the morning. The brightest and most vivid colours, however, are the more popular on tennis courts and golf links. L. M. M.



IN JADE GREEN DUVETYN WITH BLACK FUR.

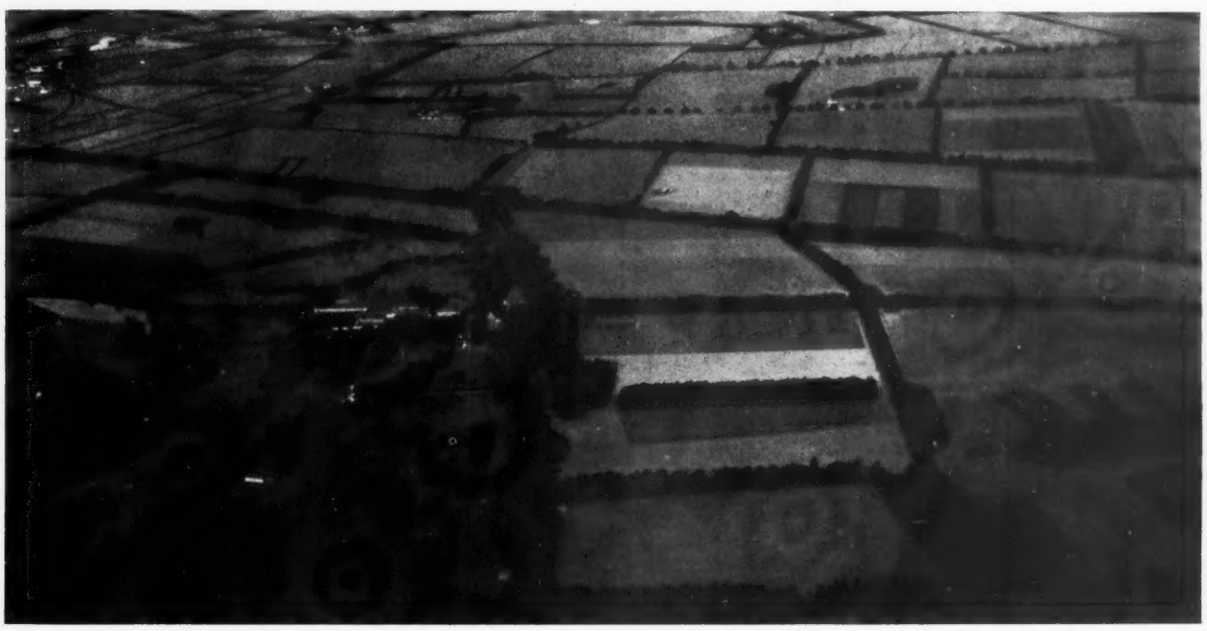
PHEASANTRY AND FORESTRY HARMONISED

By Max Baker.

IN the issue of July 24th an article appeared which described an ideal example of timber tree planting, and which raised in a general way the question whether woods so fashioned would satisfy the requirements of a pheasant covert. So far as can be judged from writings on the general subject of forestry and game preservation, the enquiry opens up a virgin field; therefore the points at issue had better be treated throughout as *sub judice*. Shortly after the publication of the above article a letter was received from a genuine experimentalist in pheasant covert forestry, one who had planted no fewer than 500,000 trees during the past ten years, mainly pre-war, who has contributed thousands of pit-props and ship spars in the hour of the nation's need and who shamelessly and openly confesses that shooting has been the prime result aimed at throughout, with, however, timber a close second. The estate, which I have personally visited, impresses one as an object lesson in the architecture of pheasant coverts, and also in forestry, so far as the treatment of poor, light lands is concerned. For the most part the corn yield on the cultivated areas varies between three and six sacks per acre, as compared with the ten to twelve of favoured territory. Much of the land might be described as comprising some of the poorest soil in England. Without the yield derived from shooting, the area of which this estate forms but a small part would revert to sheer desolation, with, of course, a few wandering flocks of sheep to diversify the landscape. A farm comprising remarkably commodious buildings and covering 500 acres is let for £90, the occupier being thus almost bribed to cultivate the land in the interests of a game crop worth twice the money, yet making no call on bricks and mortar. Very naturally shooting is the predominant partner. It encourages the growing of two blades of grass where less than the proverbial one would be grown without its aid. True, the entire area might be afforested with advantage to future generations, but, pending the solution of the financial problem involved, shooting has here provided the motive whereby private enterprise plants half a million trees, while showing a yearly dividend from the time of cutting the first sod. Some £4,000 has been expended in the process, working on rigidly economical lines. To-day the cost of the same work would be £12,000, apart, of course, from acquisition of land, upkeep, vermin protection and other charges which are debited to game. Surely a useful contribution.

The accompanying aeroplane photograph supplies an excellent idea of the general style of the country. It forms part of that celebrated area in Norfolk known as breck-land. Dry, sandy heaths—the home of multitudinous rabbits—hungering for manure, but too parsimonious in yield to justify the expenditure, and so curiously influenced by the wind that the fields have for generations been surrounded by fir belts to stop the land from blowing away. It is not so much a question of protecting your freehold as of the sand-blast effects which are produced on new-sown crops, such as roots. Hedges stand on banks, not because they were planted on them, but because they arrest the flying particles and gather them into their bosom.

When the present owner came into possession the shooting was much as any other. Birds rising at your feet, low skimmers and all the other evidences of unilluminated management. To-day, the pride of the place is that it can beat the best shots under conditions which show all the birds at a fair sporting height, clearly outlined against the sky and crossing an ample open space. There is also the transcendent accomplishment that the pheasants can be shot fully a month earlier than usual; be driven, in fact, in company with partridges and be reduced to the extent necessary to ensure immunity for autumn-sown seed. Under the new conditions of shooting, about which so much has been written since the war, increasing attention must be paid to this question. No longer may pheasants be retained for Christmas shooting; the farmers will make their voice heard on the subject. True, big woods are too blind for shooting till November is well advanced, but the birds can be driven into outside pieces of covert, which for simplicity's sake may be termed 'remises."

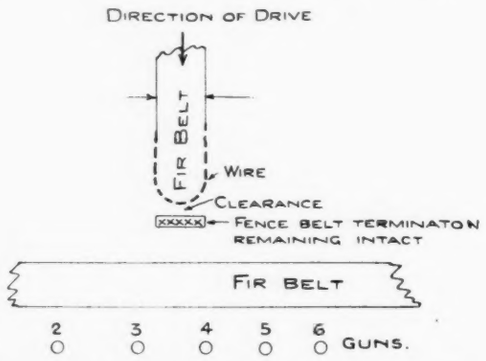


AEROPLANE PHOTOGRAPH SHOWING THE NATURE OF AFFORESTED AREA.

Particular use has here been made of the fir belts, the chosen driving places being where two meet at right angles and form the letter T. Formerly the top of the letter joined the stem, now an interruption has been introduced, with the general effect indicated on the accompanying diagram. One such example may also be seen in the photograph. The birds are driven along the "stem," but their running forward is arrested by the wire fence, which is some 3ft. high. The trees left standing at the former termination encourage them to rise, and the tree belt beyond encourages them still further, the result being that they are well over the guns before the presence of the last named has been detected. A true stroke of genius is comprised in the rounding of the wire-netting. The first discoverer of the idea, whoever he may be, deserves all honour. It works out in this way. The birds in running forward never come to a dead end; they circle round the boundary wire until they come face to face with the beater on the other side, the result being that conglomerations are not formed, and they get up in twos and threes. So much for the adaptation of

existing coverts; the method so laid down has been applied with variations to all.

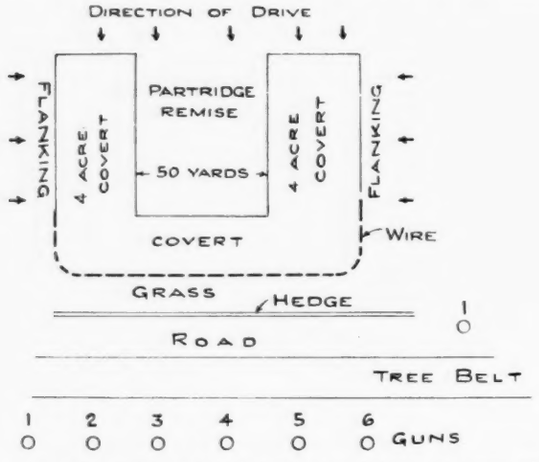
The second diagram depicts a combined covert for pheasants and partridges, one which is equally acceptable to both species. Here some newly planted coverts about ten years old and in a splendid state of growth have been set up facing a main road. The general plan of the covert is U-shaped, the birds collecting



ADAPTATION OF EXISTING TREE BELTS FOR PHEASANT DRIVING.

behind the wire and rising at the rate ordained by the beating, the flankers so regulating their approach as to divide the shooting fairly among the guns, who, as before, are completely screened from view by the fir belt which fringes the roadside. Here I might mention that, in places where the fir belts have by age and growth developed hollowness below, they have been reinforced opposite the shooting stands by planting additional outside strips. Several "T-stem" belts were so strengthened throughout their length some ten years ago, with the result that the original trees have been entirely cleared to help supply the demand for pit-props. So speedy has been the new growth that the land adjoining is fully guarded from the sweeping winds. Moreover, the ideal width of 70yds. has been obtained.

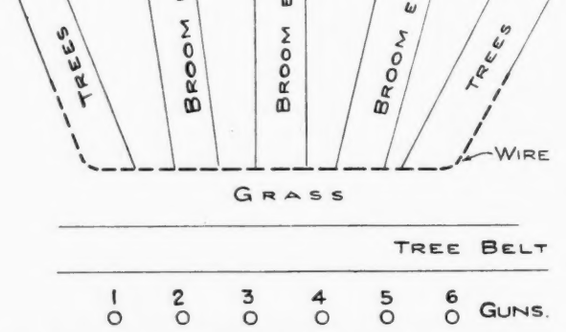
The third diagram depicts a covert which has been erected principally with partridges in mind. It nevertheless has afforded opportunity for the planting of two very valuable areas of wood which act as flanks. This arrangement differs from the one shown in the former sketch in the fact that there is no front stretch of wood, the idea being that the partridges shall rise from the "remise-like" central space, and, of course, pheasants as well if there be any present. The radiation of the flanking woods and the broom, etc., coverts, better still their convergence towards a common centre, adds an artistic finish to the general idea. Broom, I am informed, makes one of the best of coverts for plantations formed outside big woods, when the idea is to drive the pheasants out of the wood and assemble them in



COMBINED PARTRIDGE AND PHEASANT COVERT PLANTED IN ASSOCIATION WITH EXISTING TREE BELT.

a detached outside covert, the shooting taking place when they are stirred up and fly home over the guns, who are placed with their backs to the main covert. For some reason not apparent pheasants rise vertically out of a covert formed of broom. This idea of outlying broom coverts has been adopted in several portions of the estate under notice; for example, in places where the tree belts do not exist in the required T formation, or where the drives would be too long without such aid. In fact, great stress was laid on the importance of legislating for a multiplicity of short drives so as to avoid taking the birds too far away from home. This point is of particular importance in the case of partridges. Needless, almost, to say the drives are arranged chain fashion, so that the birds passed on from one drive feed the next. This condition meets the requirement that you must have somewhere to drive the birds to; that somewhere being the next covert to be beaten.

I must defer till a later article the giving of particulars of the planting methods adopted. COUNTRY LIFE has more than once emphasised the importance of not wasting on forestry land which is worthy of cultivation. Therefore a wise forestry policy will confine itself to the poorest lands. My instructor tells me that very costly mistakes can be made if the conditions presented by poor land are improperly understood or are in any way mistakenly handled. Woods of ten years' standing are already of substantial height and in a magnificent condition of foliage, yet not a farthing has been spent on them since the first planting; no filling of gaps, for the simple reason that there are, and have been, none to fill. Good trees coming up, straight stems, all the earlier signs of a top canopy forming, and plenty of undergrowth—what is more, with certainty of its survival after the canopy has formed. In case the natural conditions encountered on this estate are judged to be of too highly special a character to permit application of their lessons elsewhere, the reply must be that the fundamental conditions necessary for showing birds to advantage, even in the flattest country, are fully exhibited and are capable of general application. Ingenuity is required everywhere, also close observation to decide why good birds are always shown at one particular



A DRIVING GROUND MORE PARTICULARLY SPECIALISED FOR PARTRIDGES.

drive and bad ones elsewhere. The why and wherefore of the difference, when ascertained, has inspired the arrangements here briefly described.

LAWN TENNIS VETERANS

ENCOURAGEMENT of the young lawn tennis player—the schoolboy and the pig-tailed damsel scarcely yet a "flapper"—has been one of the features of the season now drawing rapidly to its close. And very rightly, for it is to these youngsters we have to look to be the upholders of the English game against the ever-increasing army of foreign invaders. At the other end of the scale there are the veterans. Many tournaments used to have veterans' events on their programmes; but generally the entries for them became so small that they failed to pay their way, and were quietly dropped. But at Eastbourne the veterans come gloriously into their own, for quite one of the features of that gigantic meeting is the Veterans' All-England Championship, and every year sees a large increase in the numbers who enter for it, to gild their declining years with a renewal of the fame they achieved when they were younger and more active, but less experienced and certainly no more light-hearted.

A veteran is a player who has reached the mature age of forty years, so that probably nearly half of our best players are qualified to play in the Championship. The Veterans' Championship is a curious affair, because it is the only championship of any kind in any game which is not contested on level terms. It is a "points-for-age" competition, every player receiving a certain amount of start according to the number of years he has lived beyond forty. This plan, naturally, produces

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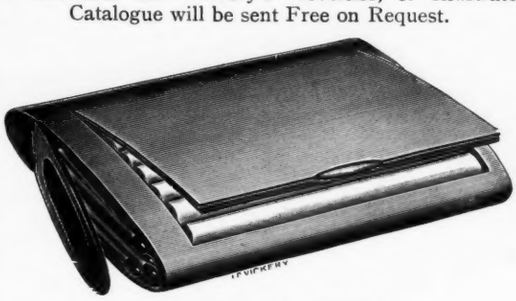
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anomalies. A second-class handicap player who has just reached forty may find himself set to give fifteen or more to a player a few years older who is no stranger to the Centre Court at Wimbledon. Every year people complain of the "unfairness" of this system; but it is a condition of the event, and competitors, being aware of it, are not obliged to enter unless they wish to do so. That they do so wish is shown by the numbers who enter—greater this year than ever before, sixty-four in all. And, on the whole, it works very well; though personally I think that the competition would be more interesting, and the title much better worth winning, if the "points-for-age" were abolished altogether and competitors made to play on level terms—a true championship. At the same time the age qualifying for a "veteran" should be raised to fifty. Nowadays we are all much too young at forty to be veterans. It was all very well in the earliest days of the game, when practically nobody over forty played it; but that is all altered now, and there is no reason why conditions should not be altered to suit altered times.

I believe there is a very good lady player who was at one time very keen to have a Ladies' Veterans' Championship. But the idea, gorgeous as it was, failed to win support. Census papers—they are due again next year, by the way—are bad enough, but a little latitude is, I believe, allowed to ladies in filling them up. But on an entry form—! No; that lady would, I think, have won the championship without playing a match!

It would not be a bad idea to combine the young and the elderly in a doubles competition—say a doubles handicap for "over sixty and under sixteen." There would be some fun in this, though of course it would not do to pretend that it was anything but an opportunity for experience to instruct inexperience in the art of playing lawn tennis. But, alas! youth of to-day has a total lack of respect for age, and it is not difficult to imagine the caustic comments of the schoolboy when his "old bean" (the correct term, I understand) missed a sitter at the net!

I am very glad to see that Tilden has won the Championship of the United States of America, and so holds their Championship and ours in the same year, a feat hitherto performed only by the late Laurie Doherty. So he has every claim to be considered the best man in the world at the present moment; and, as a result, we may expect to see vast numbers of "woolly-bear" jumpers on our courts next year, for man—especially young man—is an imitative animal. Perhaps A. W. Gore will signalise his thirtieth year at Wimbledon by appearing in one. This would be a treat beyond the ordinary, and the Centre Court should be his without the asking. F. R. BURROW.

NATURE NOTES

THE WICKED WAYS of the SILVER-FISH

IN the dusk of the storeroom, in the bathroom or the airing-press, especially in country houses, the candlelight, falling on the boards, glints suddenly on some small shining object. Has someone dropped a brooch? But no, it moves. If we hold the candle closer we shall see a pretty little insect clothed in a wonderful silvery coat of scales like a fabulous dragon, gliding rapidly away towards the dark. It will not stay for us to examine it for it hates light, yet we can see that it moves with a flexible grace quite foreign to beetles or spiders. It is a fragile wingless insect of the order Aptera (sub-order, Thysanura), an order which covers the most ancient insect forms known—pre-historic insects—the progenitors, nevertheless, of our highly developed modern metamorphic types such as the dragonfly or gnat. Its scientific name is Lepisma saccharina, but it is commonly known as the Silver-fish, or, in America, as the Fish-moth, on account of its fishlike scales.

Having identified it by its coat, its two long feelers in front and three equally long bristles behind, it is time for us to ask what is it doing in our house, for few insects are, from man's point of view, neutral, but are classified as either friends or foes. The determining factor is food. What does it eat and what do its progeny eat, for adults and young do not always eat the same substances? Moreover, their meals are not always a negligible quantity; caterpillars devour their own weight several times over in a day; one brood will devastate a bush.

Sad to say, pretty Lepisma is a foe—though not one of the most dangerous, owing to its scarcity. It appears, however, to be on the increase, owing, no doubt, to the general neglect of house property during the last six years and to the unusual amount of furniture lying long in storage, sometimes in damp ill ventilated places, instead of being in wholesome use in fresh air and sun.

Lepismidæ thrive in damp and darkness; the wind of work, soap and broom are their bane. Adults and young are almost identical except in size and are often to be found together when stripping off old paper from walls. They eat the paste which secures it and so increase the damage once it has begun to loosen. They feed upon the paste used in binding books or on covers of old stored jam; in fact, paste everywhere. But that is not all. They have also a partiality for starch, and if starched linen is left lying by in a closet that Lepismidæ have access to they will do, on a smaller scale, much the same sort of damage to it as moths do to woollens. They are more common in damp, dark corners of old houses than in modern dry ones, and tenants taking the former should keep a sharp look out for them in papered cupboards or in the neighbourhood of leaks.

There is only one other member of the family found in England, round about the ovens in bakehouses in Cambridge and elsewhere. Owing to this fancy for heat these Lepismidæ have been christened "fire-brats" by the bakers. The Silver-fish itself is indifferent to heat or cold (though more profilic in hot countries) and, according to Sarsfield, breeds chiefly in the winter time. To destroy: hunt for individuals in likely places; mix borax with paste, freshly used; disinfect presses and shake out stored linen. L. HENDERSON WILLIAMS.

MORE ABOUT THE APTERYX.

Mr. Berridge's recent notes on the apteryx have an interest for those of us who have made a special study of these extraordinary birds. The present writer happens to be one of the favoured individuals mentioned who had the opportunity of examining this apteryx at close quarters on many occasions, noting the curious ivory hue of the bill, with tiny nostril set at the tip, the long, bristle-like, sensory feathers of the face, and the vestige of a wing hidden under the thick plumage. Photographs taken on one of these occasions show the attitude assumed in walking, in endeavouring to find cover, and when on the defensive; this last being very curious, the bird suddenly elongating its squat body and befeathered neck, and drawing its powerful foot up to the belly as it kicked in ostrich fashion. When standing, the apteryx often assumes a characteristic attitude, with plumage huddled up and beak resting with its tip on the ground; this is well depicted in the *Illustrated London News* for December 27th, 1851, showing the first specimen ever seen alive in England. This individual became quite a mid-Victorian celebrity, crowds of people visiting the little house at the "Zoo" which she occupied, and frequently expressing surprise that the prodigy from New Zealand was no bigger than a domestic hen. In sleep the bill is pressed close to the side, and is carried above the wing and not beneath it, whereas penguins, which are equally flightless, push the beak beneath the wing.



AN APTERYX KICKING.

The writer has before him one of the eggs laid by the individual described by Mr. Berridge; it measures 5¼ins. by 4ins., was laid on May 8th, 1917, and with its contents weighed 11½oz., being very light as compared with average eggs of this species. The shell is very thin, glossy, and minutely pitted all over, and, although it has now been extant for more than three years, still retains a delicate pink tint, like that seen in the unblown egg of the house martin. This pink tint would probably disappear if the specimen were kept exposed to the light, and the dull white, green grey or yellowish hues described by naturalists were probably observed in faded, atypical museum specimens.

Apteryxes are remarkable for their longevity, the bird under consideration being the survivor of eleven individuals brought over by Mr. H. C. Wilkie as long ago as June 26th, 1905.

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FROM THE EDITOR'S BOOKSHELF

SOME RECENT FICTION.

The Tragic Bride, by F. Brett Young. (Martin Secker, 9s.)

THE reader of many novels is driven to the conclusion that most of them either begin or end well, and a few among the very best do both. It would be unfair to Mr. Brett Young to suggest that the last chapters of his book come far below the level of the rest, but it is in the first half of it that he is at his best, waking in his readers a vague but strong anticipation of what is to follow, which is perhaps in itself partly the reason why his later pages fall a little flat. He gives us, as it were, a glimpse of what Fate has in store for the people of his drama before the curtain goes up on the play itself, and our imaginations, kindled from his, expect something which in the long run is not his to give us. And when that is admitted, it is still beyond question that *The Tragic Bride* is a novel which must take its place among the best of the year. It is a delight to read a book so well written, so keenly imagined, so free from dead conventional types and situations, the stereotyped way of describing scenes and emotions, a book that carries on every page the impress of an author whose work is literature. The old ramshackle Irish house; the broken and degenerate Sir Jocelyn Hewish; Gabrielle, his daughter, in her lonely, ignorant youth—generous youth, as it were buried alive in her cold marriage with Considine, the schoolmaster parson—all these might show conventionally enough in the hands of many a capable novelist. The Irish baronet and his mansion we know so well; of the lonely, impulsive Irish girl, charming as she is, we are growing a little tired; and of those marriages of ignorance to coldness we have heard too often already; but Mr. Brett Young has seen them all with new eyes and even with ears we must admit attentive to catch their sound, we have heard no echo of the popular novel in his book. The later development of the plot, when Gabrielle loves Arthur Payne, one of her husband's pupils, and by her love creates in him the moral sense in which he is deficient, only to have him taken from her by his mother's care for convention and his own weakness, could easily have been commonplace in other hands, but here is told with a rare distinction. And yet *The Tragic Bride* is disappointing. It may be that here and there its author seems to have shirked the complete working-out of his plot. It may be that, without demanding a happy ending, we are yet rebellious that Gabrielle, so young, so harmless, so fitted for sunshine, should be doomed to spend all her short life in shadow. Tragic she is and must be, but tragedy which begins and ends in tragedy, which brings no hope or understanding to counterbalance its losses, is a bitter useless thing which we beg leave to hope does not often curse poor humanity.

Autumn Crocuses, by Anne Douglas Sedgwick. (Martin Secker, 9s.)

AUTUMN CROCUSES has crystalised for us a vague impression that a certain kind of snobbishness—the snobbishness of taste—must be on the increase. We hardly like to call attention to it, for it is the reverse side of much that is lovely and pleasant, but the attitude of those who *know*, whose taste in furniture, clothes, literature—what you will—is unquestionable, of those who detect fatuity with an unerring eye and can place a woman by a glance at her shoes as one of the elect or a mere outsider, is so well caught in one or two of Miss Sedgwick's stories that we are suddenly made aware that this can be carried too far, that discrimination can be its own undoing. This is not to complain that Miss Sedgwick has chosen to draw people who hover on the very verge of the snobbery of taste, for in every case it is an attitude of mind peculiarly natural in the person who displays it, and whether or no their creator counts it unto them for righteousness it is not ours to decide. Undoubtedly most of the people Miss Sedgwick writes of—certainly all those through whose eyes she looks on life—are on the side of the elect and perfectly shod, delightful people they are, particularly the elder ladies. Mrs. Delafield in "Christmas Roses," Mrs. Bradley in "Hepaticas"—the middle-aged and old among us should be grateful indeed to Miss Sedgwick—here are heroines, "leading ladies" perhaps conveys their exact position better, well on the riper side of perfection, as delightful to us as any "flapper," as clever as any bachelor girl, and none of the stodginess of what dressmakers call "matron's styles" clings about them. *Autumn Crocuses* is, indeed, a book for women rather than men, and that not because the author shows her sex so plainly in calling each of the nine stories it contains by the name of a flower, a device which, though in every case justified, without any straining for effect, is just a trifle distracting. It is because, though anyone might enjoy the cleverness shown in them and their good craftsmanship, the points on which the stories turn are ones the niceties of which only a woman could fully appreciate. *Autumn Crocuses*, which gives the book its title, will probably not be the favourite of every reader, as fiction it would not be our own choice, but it is an excellent example of Miss Sedgwick's art, and rises at times beyond story telling at its best to those heights at which fiction, literature of any sort, becomes more than delight or even instruction to those who read.

Tales of Three Hemispheres, by Lord Dunsany. (Fisher Unwin, 6s.)

IT is not any of the three hemispheres of the title that dominate Lord Dunsany's book; it is a fourth and a far country, reached by way of "those little cottages on the edge of the fields we know whose upper windows . . . look out on the fields we know not." For Lord Dunsany is among those artists whose temperament leads them not to interpret life but to escape from it. He escapes splendidly, by means of a rich imagination and a sure artistry, into a world of fantasy; nevertheless, he is most successful, not when he leaves "the fields we know" utterly behind him, but when he transforms them for us into pastures astonishingly new in their possibilities, whether for laughter or for "creeps." "East and West," for example, in which, as the result of a bet, four men in evening dress drive in four hansom-cabs from Pittsburg to Piccadilly, and afford matter for meditation, as they pass him, to a solitary shepherd on a desolate plain in Northern China, is perfect in its humour and grave irony. On the same level are "The Last Dream of Bwona Khubla," "A City of Wonder" and "The Postman of Otford"; and almost on the same level is "The Old Brown Coat." So well does Lord Dunsany achieve this mixture of actuality and delicious fancy that one almost suspects him of including a failure or two in the book as a little reminder that the thing is not, after all, as easy as his skill makes it look. "The Sack of Emeralds," for instance, is a failure. Impossible to say why—when "The Postman of Otford" was such a success, with a closing sentence that set the blood trickling cold down the spine and congealing there—the fate of the postman's son and the other persons concerned with the emeralds provides us with nothing better than a languid douche of tepid water. But so it is. "So," the author seems to remark, "it inevitably is if you are not as uncommonly careful as I am." We are grateful to Lord Dunsany for his uncommon care of his art—but we would give (with the exception of the beautiful "Helmsman's Song") all his wanderings with bearded captains down mythical rivers into fairy lands, for more cities of wonder and brown coats. For to such things as cities and coats most of us are chained for life; and to be shown how we may escape them—not by running away, which is generally impracticable, but by exploring their potentialities for magic and humour—is what our hearts desire.

The House in Dormer Forest, by Mary Webb. (Hutchinson, 8s. 6d.)

MRS. WEBB is a realist, but not, be it said with relief, a grim realist; her sense of humour saves her from that. In the midst of all the drabness of her life her heroine can still laugh and, better still, she can irresponsibly giggle as the humour of even the most tragic situation strikes her. The Darke mansion is a prison house to its younger generation of inmates, and the heads of the household are their warders and torturers. The atmosphere of depression, the old house isolated in the damp, misty valley, surrounded by the neglected forest whose trees grow rotten with age, is so well indicated that the reader finds himself enveloped in a grey world as narrow and bitter as it was to the young Darkes themselves. But as growing things must turn to the sunshine so do they gradually break loose from their fetters and, spreading their wings, fly to the hill tops from where the wide world stretches itself before their view. There are, however, some inaccuracies in the book that give it a certain amateurish stamp which it does not in the least deserve.

Michael Forth, by Mary Johnston. (Constable, 9s.)

WE take up a new novel by Mary Johnston with the certainty that here, at any rate, we shall find something that will satisfy; something so fundamentally good in her writing that no idiosyncrasies she may have developed since her last book can blot out its excellence. Her focus is very clear—not hard, but clear—and her words bind the picture into a harmonious whole so well controlled are they, so absolutely the slaves of a worthy master. Michael Forth grows up before our eyes. He is surrounded by big, quiet people—the people of Virginia who have just passed through the struggles and the emotions of civil war. The spirit of the time, the spirit of unity, has its effect upon Michael, and from quite early years he listens for the voice of Understanding; he seeks Reality. Gradually the "I" passes into "we," and that "passes into God." Everything, everybody, the past, is part of him; he is interfused with all things in a united world. His twin-soul is his cousin Miriam, and inevitably they must marry. They become seekers with one mind until they both find a high peace. This book is their book, but there are other interesting characters in it, who are perhaps somewhat more ordinarily human, more easily understandable to those who cannot penetrate very deeply into the tortuous paths of the soul. One question we would ask, and it may perhaps stamp us as one of the prosaic ones of the earth, Why does not Mary Johnston endow the perfect lovers with children of their own so that their unity with the living future may be such as they have attained with the dead past?

Sir Harry, by Archibald Marshall. (Collins 7s. 6d.)

HAS someone been complaining to Mr. Marshall that his stories are too placidly commonplace? Certainly in this latest tale he has forsaken his usual plan of chronicling those small happenings that make up the history of lives lived in the English countryside. It is doubtful if there is any author writing to day who gives so satisfying and so pleasant a picture of English life as Mr. Marshall. Alas! that in his newest novel he should have felt it necessary to heighten the colours in his picture to a degree that leaves credulity far behind. Sir Harry, his boy-hero, falls in love with the "flapper" daughter of a painter. That is all right and proper, but Mr. Marshall has chosen to shut him up in a castle, knowing no other companionship than that of his grandmother, his mother, his tutor and various dogs, horses and small children. Thus he has grown up without contamination; so pure, indeed, is this youth who has never been to school that he can lie in the wood and see with the eye of flesh fairies dancing in a ring. That is all rather heavy loading of the dice, and we refuse to believe such unnatural preparation necessary to an idyllic love affair. Apart from the straining of the reader's indulgence, the book has much in it that will charm. In particular the characterisation of the two women; the grandmother belonging to the great world and the mother a former *soubrette* is admirably done. As usual, there is a clergyman in the story, but this time he has not the authentic touch about him that made Mr. Salisbury Mercer so diverting.

Island Tales, by Jack London. (Mills and Boon, 7s. 6d.)

JACK LONDON was a man of action, but he was also a thinker, a dreamer and a lover of men. In this, the last writing he has left behind him, he shows himself in reflective mood, but, even so, we never lose sight of the virility of his personality. *Island Tales* are for the most part character studies of a folk he understood and loved—the child-people of Hawaii. Every sketch pulsates with tropical heat and colour, but the mystical quality that is natural to the simple superstitious soul gives atmosphere to the general brilliancy. There are two sketches, "The Kanaka Surf" and "The Water Baby," which will make a powerful appeal to those whose passion is the sea.

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Although the sun is shining gloriously as I write there is wind with the true autumn nip in it, and the atmospheric condition generally is serving fully to justify the prodigious and attractive display of wool cloth wraps; the majority enhanced by that touch of fur heralding the colder months. During the past week so many models have been submitted to me for inspection it is difficult to recall in detail many individual characteristics. There is, however, a swinging cape effect at the back only that stands out in prominence. Also a feeling for attaching the lower half in gathers on to a long flat, rather severely treated upper. After this style was a duvetyn in a rich tan leather shade, lined through with Tangerine orange, completed by a huge up-and-down collar of dark brown fur. And I remember noting at what a low line this collar was mounted, the lower edge taking a deep curve at the back, obviously designed to bring about an outstanding appearance at the top.

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The tailoring fraternity are amusing themselves over conflicting issues. And between the lines one reads a "go-as-you-please" spirit that is highly diverting. One mode, however, there is quite assured, and that is the coat buttoned right up to the throat; and this, when of shapely line—as frequently happens—preferably includes a longish basque. There is evidently a marked inclination, moreover, for arranging these half double-breasted, a procedure that effects the decreed flat plastron appearance in front. A large handsome button at the waist and one at the top are the sole relief recognised, and by no means infrequently, the fastening is invisible.

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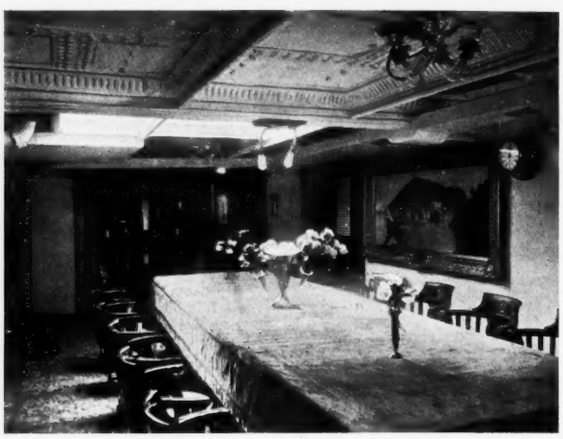
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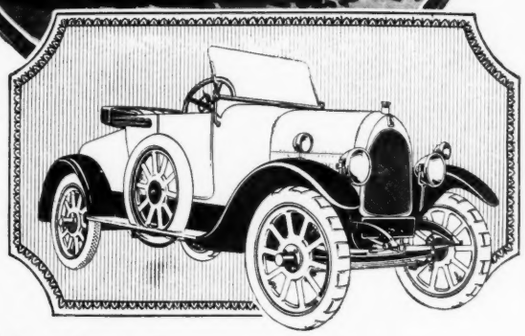
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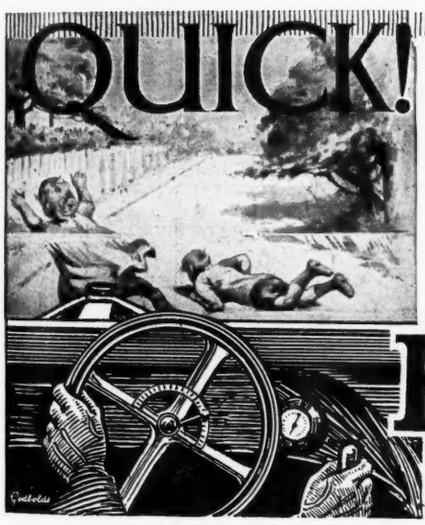
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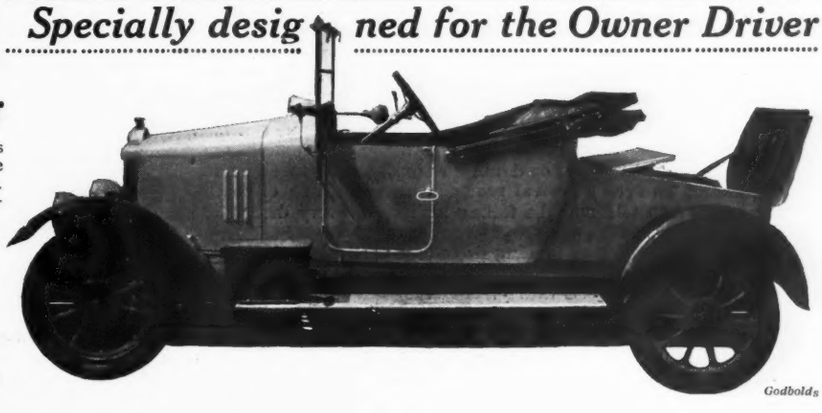
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THE IMPORTANCE OF WRAP-COATS AND CLOAKS

KNITTED FROCKS FOR SPORTS. VAGARIES IN GLOVES.

THE dress shows of the autumn have started in full force, and the general impression left by those already visited is that there is very little change in general outline. The straight chemise-frock, frequently very fragile, and with skirt still deplorably short, the coat-frock and wrap-coats galore practically sum up the immediate situation; while the articles selling best are varieties of the last named, which naturally leads one to the surmise that whatever we shall deem fit to deny ourselves this winter it will most certainly not be one of these exceedingly adorable *manteaux*.

Light, trailing all-over embroideries are a characteristic feature of many of these models, effected in silk, oftentimes broken up by a small bead. At Hockley's, Clifford Street, where a display was held last week, there was seen a clinging, dull black satin coat elaborately treated with this class of *broderie*, also one of peacock green velours that had the pockets, cuffs and low military collar worked with silk in a self shade and aluminium. This model, after closing demurely at the throat, opened the whole way down the front, being merely held in place by a broad belt. Of especially effective silhouette was another soft black satin coat, the hem gathered into a deep border of seal-musquash, a mammoth-sized collar and cuffs of the same pelt adding further touches of magnificence. Beaver allied with a delicate putty-coloured velours created another *chef-d'œuvre*, a deep border of the fur weighting side panels that were mounted in rather full pleats.

Some fur *manteaux* were conspicuously lovely, notably one of mink—once again in the highest favour—the skins worked to effect the most wonderful patterns, a like treatment being used in the case of a moleskin, with a deep falling cape collar and mysterious draperies through which the arms emerged. Nor is the proper pose for showing off these elegances to their best perfection overlooked, mannequins being specially trained towards this end. What the shawl was to our great-grandmothers these mysterious cloak-wraps are to us to-day, a medium for expressing a certain coquetry that is at once as charming as it is feminine.

And while we are on the subject of cloaks, there is our special pictured offering of one fashioned of the new Moroccan striped material. The main scheme of colouring is *beige* woven with stripes of black, orange and red, the latter portion of the stuff being used exclusively for the high draped collar. Worn as shown over a simple black velvet frock, the long waistline emphasised by a sash of *beige* coloured woven silk, and with a small black velvet toque almost smothered in *coq* feathers—also *beige*—there is at once created attire ideal for a smart luncheon party, or afternoon calling and the like; while the cloak serves equally well for sports, being of a suitable character to take its fortunate possessor down to golf or tennis.

A propos of the latter, I hear the most optimistic hopes of this game being carried on as never before in closed courts. The game apparently has reached such a pinnacle of popularity that the enthusiasts cannot face the prospect of losing their skill by six months' abstinence. With roller skating decidedly off, and some there are who even dare to hint that dancing will not be the craze it was, winter tennis has every prospect of coming to the fore, and if this be so, it is a safe prophecy that the all-in-one knitted frock with open neck and short sleeves will carry all before it.

There are firms in the Midlands giving a significant amount of attention to these productions, and the sooner the retail people bring down their prices the better, otherwise, at the present rate of exchange, it will be much wiser to buy direct from Paris, where the machine-knitted frock is in full swing.

A big kid glove revival is on the *tapis*. Something, of course, had to be done to counteract the vogue of doing without gloves at all for evening dress, the thin end of this wedge being inserted under the auspices of the long black kid, and this revival may be said to have successfully materialised. Now a further step has been taken with elaborated day *gants*. White gloves, we are told, are quite *passé*, their place being taken by *beige* and grey. And the gauntlet style is to reign supreme, the latest vogue being to line these with large checks or *voyante* contrasting colours. Heavy stitchings provide a further feature, together with little scalloped and pinked bands in some contrast. There are hints, too, that lace mittens really will come in once more this winter. I should not personally care to stake my reputation on such a revival proving a success; but, of course, one never can tell, and the feeling for lace of every description is very strong.

The coloured lace evening dress is a particularly covetable possession, and the cost will inevitably keep it for the favoured few. It takes a good deal of the filmy quality that alone is recognised to fashion one of these particularly fragile little gowns, and when the price per yard touches 28s. and 30s., as it frequently does, the ultimate cost is appreciable. However, for those who can afford it, the coloured lace frock is undeniably provocative. A beech brown shade relieved by touches of Virginia creeper red, orange or gold, is one of many alluring colour schemes, sapphire blue providing another, together with several delicate greys and putty shades—ideal backgrounds for the dainty floral garnitures and ceintures just now playing so large a part in representative evening schemes. The rumour, already referred to, of a decrease in the popularity of dancing may have some truth but is mainly a question of degree. The girl who may expect numerous invitations should give careful consideration to the question of frocks forthwith, for care in their choice will enable her to effect considerable economies in the way of accessories, and to arrange all sorts of delightful ways in which the changes may be rung between several *toilettes* with little extra expense.

L. M. M.



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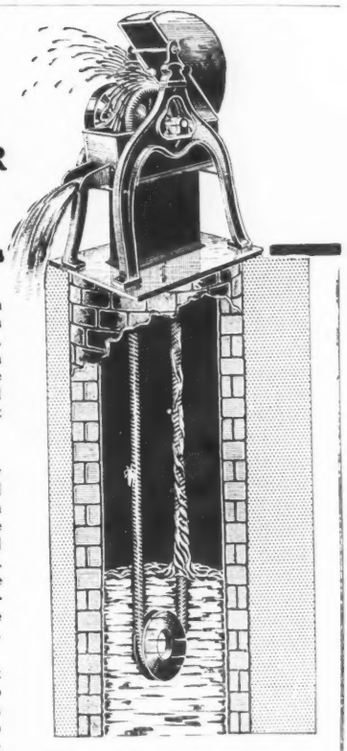
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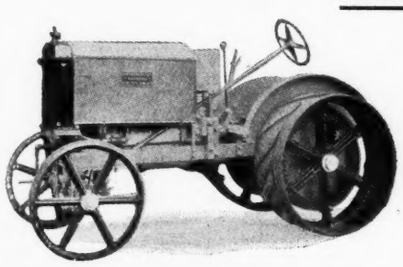
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LEADING NOTES in AUTUMNAL MODES

BLACK SATIN AND EMBROIDERIES.

WE have all been busily occupied during the past ten days rushing about from one dress display to another. That only the privileged few are invited to these affairs adds materially to their attractions and piquancy; and it is only by visiting one and all that one is able adequately to gauge the trend of fashion, because the great elect are very largely a law unto themselves to-day, and the go-as-you-please spirit more than predominates.

There is no settled law, for example, as to the length and width of skirts. At Paquin's, that house of great renown, *jupes* were presented consistently wider and not appreciably longer; whereas at another display, the slim, short skirt and sheath-fitting gown ruled throughout; while at a third supremely exclusive source there were short, full skirts, long tight ones, hipless figures and panniers—in fact, a choice of the most supremely eclectic character it is possible to imagine. One feature, however, to be found more or less emphatically expressed everywhere is the long line bodice. At certain houses this unquestionably dominates the corsage situation, appearing in connection with everything from négligées to evening toilettes, *via* tailor-mades, coats and day frocks.

Time alone, however, will show how many figures are really happily garbed in bodices that never deviate from the straight from shoulder to edge. Nor is it surprising to hear these are by no manner of means so easy to make as might be imagined, the determining length depending entirely on the figure being dressed. With the exception of the neck, the hips perhaps are the most tiresome piece of the anatomy to deal with. These can be high or low, flat or protuberant, and not the most carefully calculated corset or *tricot* band can quite get over their individual character. But the big *couturières*, you may be sure, have taken all that into account, together with many other details likely to prove serious pitfalls to the manufacturers of ready-to-wear apparel.

Embodying several of these, our original illustration falls naturally into line at this point. Its chief component material is a rather dull black satin, and the model, divested of its embroidery, could scarcely be simpler of line. But the *broderie* is the crux, and that is carried out in Venetian red and *beige*, with a scintillating thread of dull silver carried throughout. It is a veritable *chef-d'œuvre* of adept needlework, the wide *pagode* sleeves being encrusted to above the elbow and bordered with a narrow line of Kolinski fur, which is repeated at both edges of the wide embroidered belt. I love particularly the little slits introduced at the top of the bodice, which serve to relieve so delightfully the otherwise probably too severe, muffled-up appearance given by the high buttoned collar. Those who do not care to reveal even this modicum of bared neck may, if they be so inclined, fill it in with a clear piece of chiffon or net, or, what is even prettier, a jabot of old lace.

I would also draw attention to the hat, which is essentially of the moment as to line and expression. This is composed of Venetian red velvet, softly ruffled about the upturned brim, and is guiltless of all decoration, although a short flowing nose veil of lace would by no means detract from its appearance.

A rival that is springing up to the hard stock collar, with its lingerie accessories, consists of a soft up-and-down frill of fine Malines lace, age-tinted, divided by a narrow band of dark brown fur. This very dainty little neck fitment goes charmingly with the more dressy, picturesque type of coat and skirt. I saw it at one of the before-mentioned dress displays, accompanying a suit of black *faille*, the long full side coat trimmed with skunk and thrown open at the neck with a high artistic collar.

L. M. M.



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THE 500-ACRE SHOOT

By Max Baker.

WITH October arrived shooting men will be in a position to enjoy those incidental pottering walks across fields and along hedgerows which dwell so pleasantly in the memory. We are told on good authority that shooting will in the future partake more of this character than be concerned with the highly organised occasions where the gunner bears the same sort of necessary but inconspicuous part as the bridegroom at a wedding. Many big shoots have been, or are in process of being, broken up into a number of small shoots. Those who have devoted their attention to the larger functions show little regret at their disappearance and look forward joyfully to jaunts arranged on a msot modest scale.

Hitherto, when shooting has been discussed, or at any rate written about, attention is almost always focussed on manors qualified to rank as estates. The good sportsman whose area is limited to anything between 500 acres and 1,000 acres feels that he is left out in the cold. Yet from many points of view his information and skill are both of a more all-round character than the qualities which are demanded from the well-disciplined member of a large shooting party. In yachting we all respect the 6-ton enthusiast, but in shooting too little is said of the equivalent rank and too little stress is laid on the many and varied problems with which he is called upon to deal.

I well remember the season 1908–9 when I was co-tenant with a friend of a small shoot in Essex. Its area was about 700 acres, and it included a fine park having a long tree-belt next the road; there were also two or three nice 10-acre coverts, with small plantations besides, and finally some 300 hired acres of the finest partridge ground, bar one, that I have intimately known. The agreement having been entered into on the eve of the shooting season the rent was very low, £80 was the figure, and it included the services of a most capable keeper who occupied the park lodge. We shot on no fewer than thirty-four days, and although no rearing was done, the total of pheasants was 200, of partridges 181, of rabbits 717, which with sundries made up a total bag for the season of 1,217 head. Game sales realised £35, so that with all expenses brought into account a most remarkable balance sheet was obtained. True, such bargains are always rare, but, bargains apart, the impression remaining on my mind is the wonderful amount of sport which is obtainable under good management on a small area of land.

The keeper was in my opinion the true cause of the splendid results shown. Having no rearing to distract his attention the ground was thoroughly trapped, cordial relations were maintained with the farmers and other workers on the land, while the habits of the game from a shooting point of view were constantly studied. As tenants we furthered the good work done by making liberal presents of game to all having the taste for it, and of rabbits to the cottagers and others of less epicurean tendency. Although so small a piece of ground would appear hardly capable of occupying so many shooting days, the keeper was never at a loss when asked to arrange a programme. He was a most painstaking walker-up of game; no corner was missed, no unlikely looking piece of ground avoided, and as he was seconded in his efforts by the best of retrievers, he lost very few runners. Ferreting, which is ordinarily disdained, provided under his management a number of very sporting days. The shots were often of a most difficult character. In fact, the worthy keeper's observations when bolting rabbits were missed became a standing joke. According to the circumstances, he made either of two remarks. One was: "If you'll excuse me saying so, you should take your shot a little bit quicker, they are gone almost as soon as they show themselves." The other was: "If you'll excuse me saying so, you should take a little more time; you empty your gun just before the rabbit breaks across the open." He was always right. No man worked harder at the ferreting, and we compiled some fine totals, especially when the services of a certain retired poacher were enlisted as extra help. One day in particular I well remember; for, shooting alone, I managed to get thirty-seven rabbits before lunch.

If only keepering ambitions ran more to single-handed work the most unpromising areas could be made to yield a satisfying total of sport. Rearing is by no means outside such a programme, for when a small number of birds is concerned the keeper's wife can look after the chicks during her spouse's absence, or a boy may devote part of his time to the process. The main requirement is an all-round man, a first-class trapper, and one thoroughly versed in the art of doing the best possible with the stock of partridges and wild pheasants. Rabbits, again, may supply useful padding for a number of otherwise partially occupied days. One often comes across an area of rough hilly ground, obviously heavily stocked with rabbits, yet if the question is asked they are discovered to provide a very inadequate contribution either to the market or to the season's shooting bag. Where no keeper is employed such losses are the rule. Somebody certainly gets them. At present prices those which go astray would go far to pay the wages of a keeper.

I well remember a small shoot, larger in point of fact than the size now under consideration, where some chalk downs, dotted all over with juniper bushes, invariably provided noteworthy sport by way of walking up rabbits. One day, when the keeper was away and his old father had taken charge, the guns got rather out of hand, and from skimping the ground which had been prepared for their attention they found themselves with the afternoon free. Being "fed up" with the poor results they had obtained during the morning, they resolved to visit the downs, where always good sport had been obtained. To their surprise hardly a rabbit was above ground, the explanation being that careful preparation had produced the sport they had come to regard as naturally belonging to this area. A good keeper on a small shoot exercises endless ingenuity in catering for his employer. Besides the ordinary work of producing the utmost head of game which the land and the season are between them capable of showing, he regulates operations so that the arranged days of shooting shall be appropriately filled. When the shooter is but partially versed in the principles of woodcraft the keeper's directions as to the necessity for silence, to maintaining line, etc., and his selection of the ground to be covered are always of the utmost importance. His fertility in suggesting incidental drives is beyond all praise, for he so arranges the previous walking that the birds are suitably concentrated in a field of roots, the wearied guns being glad of the rest which precedes the showing of a few odd coveys. He is also a specialist in October pheasants, many a fine cock being brought to bag which would otherwise be lost. Perhaps most important of all the services he renders is the discipline he imparts to the retriever, which on occasion is of his own rearing and education. So many lovers of the gun who shoot in a small way bring along a wild and half-trained dog, no doubt a perfect house pet, but a terror on the shooting field, partly no doubt the result of his daily walk in company with the perambulator.

On the wilder and more occasional aspects of a shoot a good keeper is often most valuable. A suitable piece of water can under suitable management and at a very small expense yield much more than the few odd duck which is its average contribution, to say nothing of the snipe which are occasionally to be found at the boggy end. Woodpigeons, again, may often provide capital sport for the owner who resides in the locality. Properly constructed shelters, located with due regard to the observed habits of the birds, decoys well placed, these arrangements are easy to make, but the owner of a shooting has other calls on his time. Hitherto woodpigeons have been regarded as the keeper's perquisite, but under the new conditions of shooting on restricted areas there is no reason why the master, if he is a keen shot, should not take his toll of a bird which is vermin when alive, but an excellent imitation of good food when dead.

There are very many shooting men whose ambitions do not soar to the full-blown party of six and the anxiety which is associated with their entertainment. Wandering around in the company of a chosen intimate is what they fancy for the average occasion. Something more for preference than casual wandering, that is to say, properly ordered shooting *pour deux* is their ideal. In my experience anything from 500 acres to 700 acres will supply what is wanted, provided always that a keeperless estate is avoided. Many of the buyers of the mansions or country houses which have recently been put upon the market have only provided themselves with a moderate share of land, the farms which formed part of the former estate having been sold to the occupiers. A great many people are assuming that the farmers who have acquired the land they formerly rented will do the shooting themselves. There are bound to be a great many exceptions.

Land formerly let at ten shillings or a pound an acre may now be demanding a double or treble return to cover loan interest. Wages are high; in fact, a number of conditions are at work to make the shooting rental value of farms an asset which must not be neglected. When farms are too small to rank as separate shootings adjoining owners may well join hands to provide the necessary area and to qualify the ground for the services of a keeper. To the good farmer this functionary is all-important from the point of view of policing the land, both against the depredations of vermin and human interlopers of the fence-breaking variety. A busy farmer has no time to deal with the rabbits which are destroying his newly sown corn, nor is he able to judge nice distinctions as between rabbits and the other possible agents of destruction.

Shooting has to-day a big money value, and there is no reason to suppose that the majority of farmers will ignore the revenue it is capable of affording. The more knowledgeable among them realise without the telling that land now carrying a good head of game will not continue to do so if left unattended—and farmers do not employ gamekeepers. From the shooting tenant's point of view a sounder shooting lease can be obtained from the yeoman farmer than from the landlord who reserves the game rights when letting his farms. The yeoman farmer can contract himself out of the right to shoot rabbits, and no such shoot should be taken unless a clause to this effect is included.

RIBBAND-BACKED CHIPPENDALE CHAIRS

By Percy Macquoid.

THE term "Chippendale furniture" is frequently misapplied, for it has been an accepted practice vaguely to describe all mahogany furniture from about 1730 to 1760 as emanating from that school. Thomas Chippendale and his father arrived in London from Worcester (where the latter had already obtained some celebrity) *circa* 1725. A successful furniture business was soon established in the metropolis, in which father and son worked together until 1749, when the son set up for himself in Conduit Street, Long Acre, removing in 1753 to his final premises, 60, St. Martin's Lane; his business by this time having become so important that the three adjoining houses were shortly added to his establishment. Little or nothing is known of his life and increasing reputation until the publication of "The Gentleman and Cabinet Makers Director" in 1754, nor is there any other record of his writings except certain invoices of articles supplied, with their elaborate and fulsome descriptions, invariably written by the same hand. Specimens of these bills exist at Harewood House, Nostell Priory, Hinton St. George, Rownton Castle and other places. In spite of the two Chippendales' reputation as makers of cabinets, tables, all kinds of decorative furniture and especially chairs, it is quite an open question how far they were responsible or the origin of the new school. Though Marot left this country in 1702, dying in 1718, his French motives and strong influence remained on decorative designs in furniture, and at the death of George I in 1727 French taste obtruded itself in all fashionable details of everyday life. With Thomas Chippendale's great facility in carving and strong perception of the beautiful, in addition to being one of the cleverest adapters that ever lived, it was only natural that he should have applied Louis XV motives to those already existing in England, take advantage of the new wood—mahogany—that the French made little use of for another thirty years and thereby introduce a new dish to an ever greedy public, hungry for anything with a French flavour. That this feeling must have been very strong is evident from a paragraph in the *London Magazine* for November, 1738, as follows: "The rediculous imitation of the French has now become the Epidemical Distemper of this Kingdom, our cloaths, our Furniture, nay our food too, all is to come from France." The Chippendales' firm being so important must have taken in many first-rate apprentices, and it is more than probable that some of such men as Lock, Johnson, Copeland, Manwaring, Ince and Mayhew learnt their technique in the famous factory, being fellow-workers with the son of the first Chippendale, and when they set up for themselves, in some instances published books of designs.



FIG. 1.—ARMCHAIR IN CUBAN MAHOGANY, ELABORATELY CARVED IN "RIBBAND-BACKED" DESIGN, WITH CABRIOLE LEGS AND BALL AND CLAW FEET. ONE OF A SET OF NINE, PROBABLY BY W. INCE. CIRCA 1750.

Besides these there was the "One Hundred New and Genteel Designs, being all the most approved Patterns of Household Furniture in the present Taste," published by the Society of Upholsterers and Cabinet-makers, which appeared contemporaneously with Chippendale's "Director," about 1754. Great rivalry must have existed, but it was all evidently fairly harmonious, for the books were published not only as an advertisement of each maker's wares, but to enable other craftsmen to work from their patterns. Probably the best of these after the "Director" was Ince and Mayhew's "Universal System of Household Furniture" with a French title-page by way of attracting and enforcing the prevailing taste, as follows:

Le System Universal. Garniture de Maison. Contenant plus de trois Cens Desseins du Gout le plus élégant, tant pour Utilité que pour l'ornément, Compilé pour l'assistance des Messieurs dans leur Choix et des ouvriers dans l'exécution des meubles, dans lequel la Naturé de l'ornément est amplement montré par des examples. Broad Street, Golden Square. (No date.)

The language of the preface was apparently a supreme effort, but shows a desire to satisfy every rank of client, for it says that

In furnishing, all should be with Propriety Elegance should always be joined with peculiar Neatness through the whole House or otherwise an immense Expense may be thrown away to no Purpose. Any Gentleman may Furnish as neat at a small expense, as he can elegant and superb at a great one.

As opposed to this we find some very different sentiments in the pompous preface of Chippendale's "Director":

I am not afraid of the Fate an Author usually meets with, on his first Appearance, from a Set of Critics who are never wanting to show their Wit and Malice on the Performances of others, I shall repay their Censures with Contempt.

One of the most celebrated designs for chairs in Chippendale's book was the "Ribband-back," and one which evidently gave him great content, as he wrote in connection with this motive:

Several Sets have been made, which have given entire satisfaction If any of the small ornaments should be thought superfluous they may be left out without Spoiling the Design. If the seats are covered with Red Morocco they will have a fine effect.



FIG. 2.—TRIPLE CHAIR-BACK SETTEE, OF SAME DATE AND WORKMANSHIP.

The chair and settee given in the illustration are part of a set once in the possession of Prince Zurlo of the Avenue de Kleber, Paris. From Prince Zurlo they passed to Mr. Charles of Brook Street, and are now the property of Mr. Frank Partridge of King Street. They are magnificent specimens of this type, and in detail resemble the set at Nostell Priory bought by the late Lord St. Oswald's mother, and an armchair in the Victoria and Albert Museum belonging to Colonel Croft Lyons. The subtlety of the various motives can clearly be seen in the illustration Fig. 1 The uprights of the back are fluted, the top rail rising in C scrolls with the usual strong undulation to a small shell cresting; the shoulders of the splat are high and form the acanthused heads of two long C scrolls interlaced throughout their length with a crisply carved ribband starting from a bow and tassel and ending just above the shoe; the arm supports and elbows being carved in acanthus. A fine leaf moulding edges the top of the seat rail, the lower portion being tabulated in the small divisions found on so much furniture of this time. The legs where they join the rail are richly carved on the wings with a bold acanthus dropping towards the ball and claw feet. The settee (Fig. 2) is three-backed and exactly corresponds in all these details. Here again the carving is most careful and minute, and its scale, which is entirely consistent throughout, shows off the delicate structure of the back and clever realism of the ribbands to great advantage. Although in fine preservation, these examples show the real worn colour that only comes with age on Cuban mahogany. They are also most interesting as representing a version of this ribband-back motive carried out by a craftsman thoroughly imbued with French taste. They lack some of the characteristics of Thomas Chippendale's touch, nor is this particular treatment found among his designs in the "Director"; they may consequently be assigned to that somewhat overlooked and exceedingly clever designer and carver, W. Ince, who at times ran Chippendale very close in delicate and fantastic work, though he never quite reached

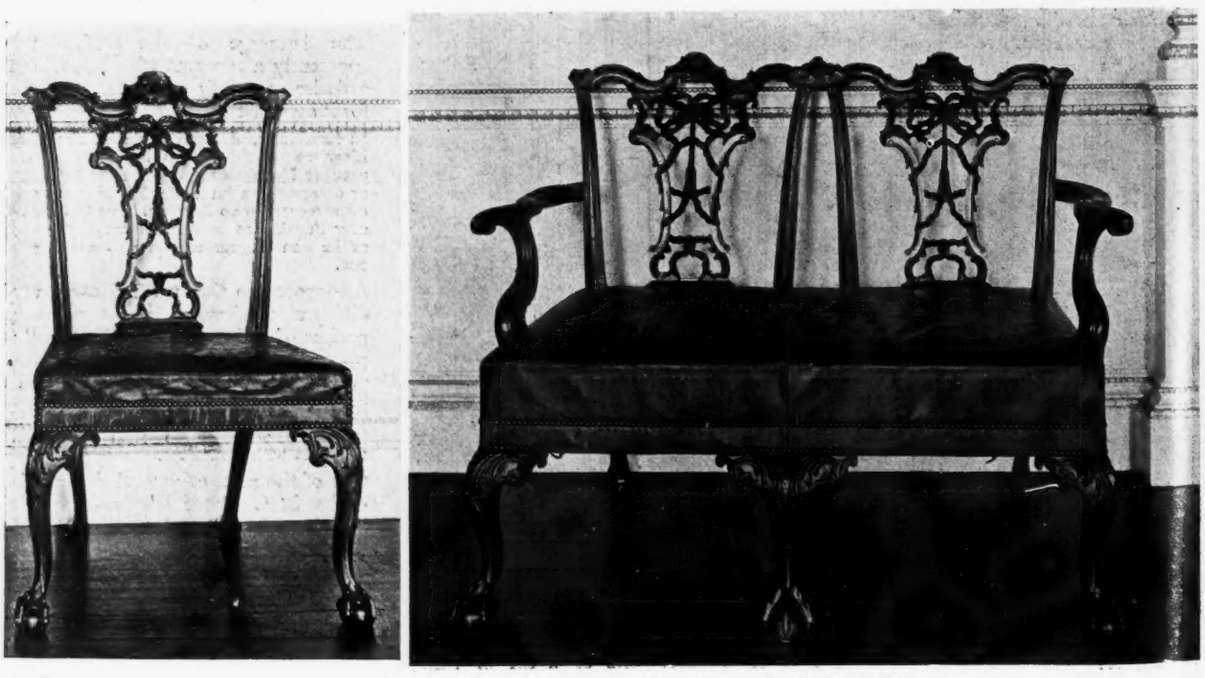


FIG. 3.—A NOSTELL PRIORY RIBBAND-BACKED SETTEE AND CHAIR.


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OLD IRISH SILVER

at Mr. S. J. Phillips' Bond Street Galleries.



A GROUP OF IRISH POTATO RINGS. DUBLIN, 1750–80.

MOST of us are collectors nowadays; the schoolboy collects stamps, the artist valuable fabrics and draperies the musician perhaps rare and beautiful examples of musical instruments, the lover of articles of vertu, enamels, or china. Beautiful examples of the silversmith's art form one of the most satisfying collections, for not only is the collection beautiful in itself and full of interest but the objects which form it are in many cases useful for the service of the table or the adornment of the house, besides being practically imperishable. But one need not have spent much time or money in the collection of old silver before the vastness of the field to be covered brings a feeling almost of despair. For so many years now English silversmiths have been creating designs and decorations, foreign influences have had their effect, as in the case of the Chinese decorations which came into prominence as early as the sixteenth century, and the French inspiration which was the direct result of Louis XIV.'s bitter enactments against the employment of goldsmiths; a whole lifetime and an unlimited purse would be necessary for the formation of a perfect collection of silversmiths' work of the United Kingdom and even then the disappointed collector would probably find some examples necessary for the completion of his collection installed, beyond acquisition, in the glass-cases of a museum. On the other hand to limit oneself to the collection of silver of some particular period, style or nationality is to bring one's ambition within the scope of possibility, and anyone gifted with discrimination will readily acknowledge that a representative collection of Irish or Scotch silver pieces is a much more satisfactory possession than an equal number of equally beautiful examples collected haphazard.



CHASED AND PIERCED CAKE BASKET, BY ROBERT CALDERWOOD. DUBLIN, 1759.

The old Irish silver illustrated here is part of the collection of Mr. S. J. Phillips, of 113, New Bond Street, whose galleries also contain extraordinarily perfect collections of English and Scotch plate and a collection unique in England of sixteenth and seventeenth century Continental silver. The Irish potato rings illustrated in the first group on this page were all made in Dublin in the middle of the eighteenth century and are interesting examples of these peculiarly Irish articles of table silver. The pair of plain two-handled cups by William Townsend of Dublin are worthy of special attention, as are the pear-shaped two-handled cups illustrated with them, but the two plain cups with covers shown at the bottom of this page are perhaps more individual and representative of the best in Irish silversmiths' work,



MASK CHASED AND PIERCED CAKE BASKET. DUBLIN, CIRCA 1740.



A PAIR OF PLAIN CUPS WITH COVERS, BY EDWARD WORKMAN. DUBLIN, 1715. HEIGHT, 12 IN. VERY RARE.
FINE STRAP CUP AND COVER, BY WILLIAM HOMER. DUBLIN, 1763.

of which they are exceedingly rare examples. The fine strap cup and cover by William Homer of Dublin photographed with them is a pleasing example of the same idea gracefully elaborated.

The pierced and chased bowl from Dublin which is the last object in the last photograph demands special attention for it is quite unusual, besides being very beautiful.

Purity of outline and absence of florid ornament are the distinguishing features of the milk jug and two cream jugs shown in the preceding picture.

It should be borne in mind that these are but a few examples from among the many to be seen at Mr. Phillips' Galleries.

A connoisseur availing himself of an opportunity



ONE OF A PAIR OF SILVER TAZZI ON COLLET FEET, BY T. BOLTON. DUBLIN, 1696. DIAMETER, 8 IN.



ONE OF A PAIR OF SCALLOP-EDGE SALVERS, BY JOHN TAYLOR. DUBLIN, 1728 TO 1732. WIDTH, 13½ IN.; WEIGHT, 85 OZ. THE PAIR.

to visit the Galleries would soon discover other examples as interesting or perhaps more interesting. Certainly he would pause to admire such examples as the beautiful set of six candlesticks decorated with male and female masks in acanthus pattern frieze, the octagonal balusters decorated with a scroll and leaf design after Berin. These are the work of Robert Calderwood who flourished in Dublin's Fair City about the middle of the eighteenth century. They are 9¾in. high and give an extraordinary impression of dignity both of form and design.



FLAT CHASED BOWL, BY THOMAS WILLIAMSON. DUBLIN, CIRCA 1734.
PLAIN BOWL, BY THOMAS WALKER. DUBLIN, 1724.
PLAIN BOWL, BY WILLIAM TOWNSEND. DUBLIN, CIRCA 1735.



PAIR OF CHASED TWO-HANDLED CUPS. DUBLIN, CIRCA 1750.
ONE OF A PAIR OF PEAR-SHAPED TWO-HANDLED CUPS, BY JOHN WILME. DUBLIN, 1750.



PAIR OF PLAIN TWO-HANDLED CUPS, BY WILLIAM TOWNSEND. DUBLIN, 1733.
ONE OF THE PAIR OF TWO-HANDLED PEAR-SHAPED CUPS, BY JOHN WILME.



PLAIN COLLET-FOOT HELMET-SHAPED CREAM JUG, BY JOHN MOORE. DUBLIN, 1736.
EXCEPTIONALLY LARGE THREE-LEG MILK JUG, 5½ IN. HIGH, BY WILLIAM TOWNSEND. DUBLIN, CIRCA 1735.
PLAIN THREE-LEG CREAM JUG, BY WILLIAM REYNOLDS. CORK, 1757.



PLAIN DREDGER. DUBLIN, CIRCA 1725. SPECIMEN PIERCED AND CHASED CREAM PAIL. DUBLIN, CIRCA 1750. OVAL PRESERVE DISH AND COVER, 9½ IN. LONG, BY JOHN CRAIG. DUBLIN, CIRCA 1774.
UNUSUAL PIERCED AND CHASED BOWL. DUBLIN, CIRCA 1760.



A Corner of

MESSRS. DRUCE & CO.'S spacious Showrooms, showing a fine old Chinese Carpet of exquisite design—the ground being of yellow, with details of harmonious tones of blue, etc. Also a Figured Walnut China Cabinet.

Prices on Application. DRUCE & CO., LTD., BAKER ST., PORTMAN SQ., W.

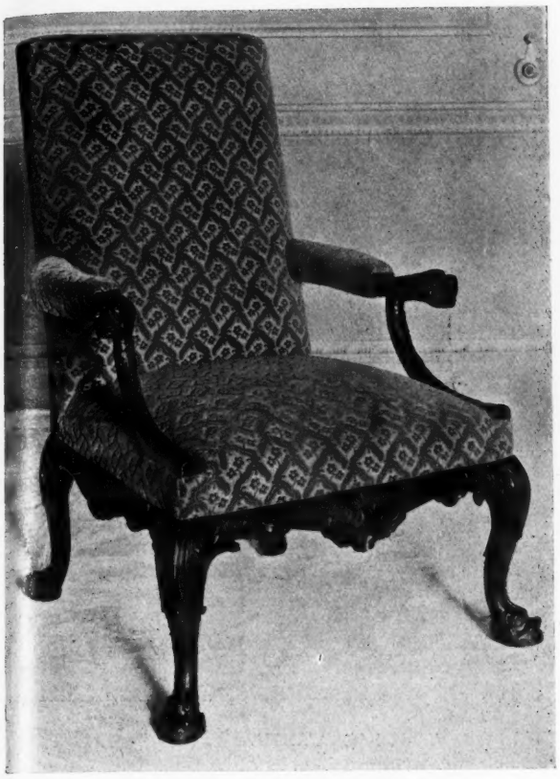


FIG. 4.—EIGHTEENTH CENTURY CHAIR AT MILTON ABBAS.



FIG 5.—MAHOGANY CHAIR OF 1720 AT ST. GILES'S HOUSE.

him in solid construction. Ince, in conjunction with Mayhew, who attended chiefly to the business side, had a very large and important *clientèle*, including the Duke of Marlborough, to whom he dedicated his book. These exceptionally fine chairs and settee of Mr. Frank Partridge's may prove the fact that a contemporary craftsman, while faithful to the traditions of his training in Chippendale's school, was also able to invest his own work with a perfectly distinct and individual touch.



FIG. 6.—A CHIPPENDALE SETTEE.

THE CASE FOR MODERN FURNITURE

By Charles Spooner.

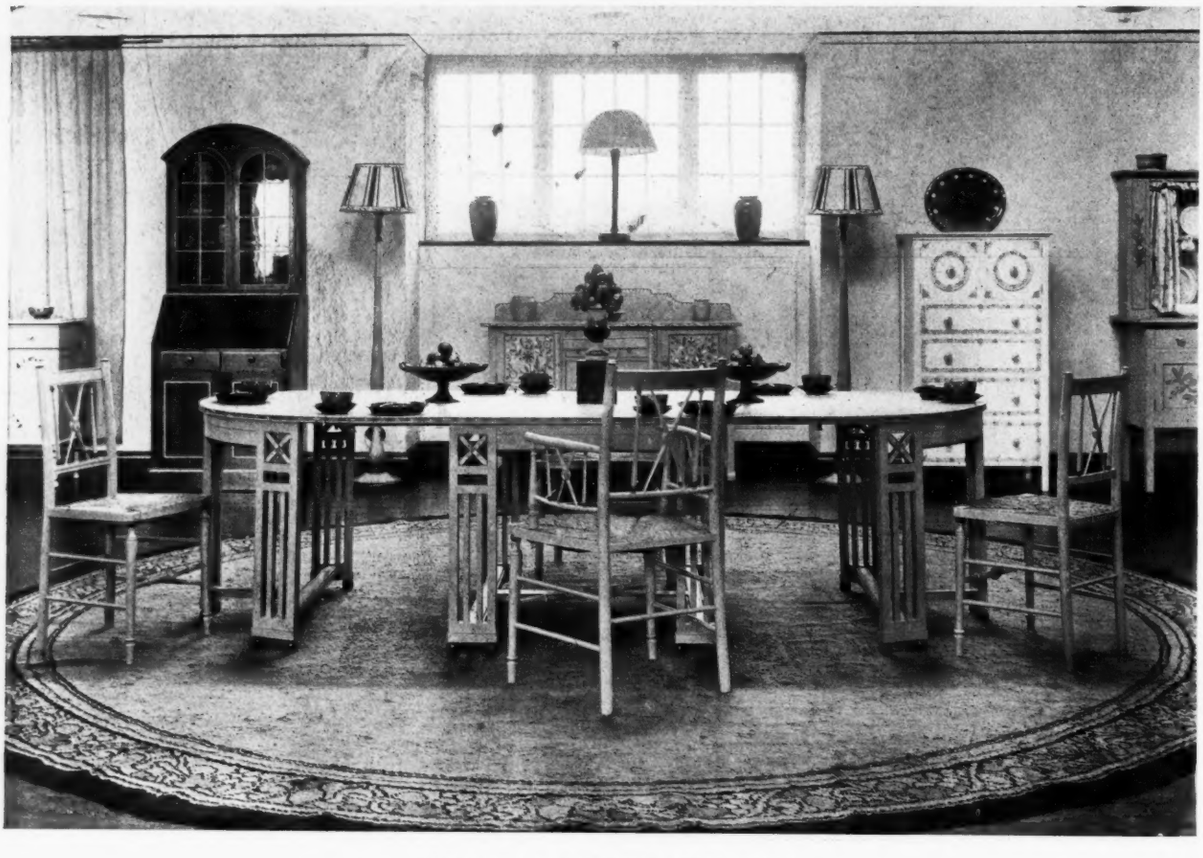
THERE was a time, not very long ago, when no one thought of buying old furniture for their houses except those who could not afford new. The fashion has changed, and now most cultured folk will buy nothing but old, because, they say, the old is better. The number of such people is increasing, and will increase with the spread of education. But there is not enough old furniture to go round now, and of course it will not last for ever. The price of genuine old things is going up already to sums which are almost beyond the reach of any but the rich, and will be quite as far beyond the means of all ordinary people as pictures by Old Masters are now, if the demand continues and as the supply necessarily decreases.

So most of us must be content with new furniture; and this being so there are two alternatives before us. Shall we have frankly new or modern furniture, or shall we reproduce the old patterns? If we decide to reproduce the old, we can only do so by adopting the same methods of work that the old cabinet-makers used—that is, a master craftsman working in his own workshop with a limited number of highly skilled men to help him. I use the word "master" in the old sense, a man who is a master of his craft or trade, not merely an employer. Such a master would use machine tools when it is helpful and economical to do so, and get just as good results as he would with hand tools. But work done in this way is necessarily expensive when compared with what is now called mass production, the only way in which cheap things can be made. The two methods produce two very different classes of work, and there is, no doubt, room for each in the very complex civilisation in which we live. It is obviously impossible to get the qualities of sensitive individual craftsmanship, which are such a vital part of the beauty of old furniture, in a highly organised factory, where the work is done by many "hands" who only do one process each. Similarly, it is just as impossible for a craftsman to produce furniture which he can sell at anything like the price of factory-made goods. It is not a question of machinery *versus* hand work but, rather, of the organisation of the work.



A WRITING TABLE.
J. Henry Sellers.

Thus modern furniture will fall into two classes—factory-made and workshop-made. It is obvious that the greater quantity will be the former, and there is no reason why it should not be very good of its kind. It is high time that our manufacturers should develop some trade patriotism and take pride



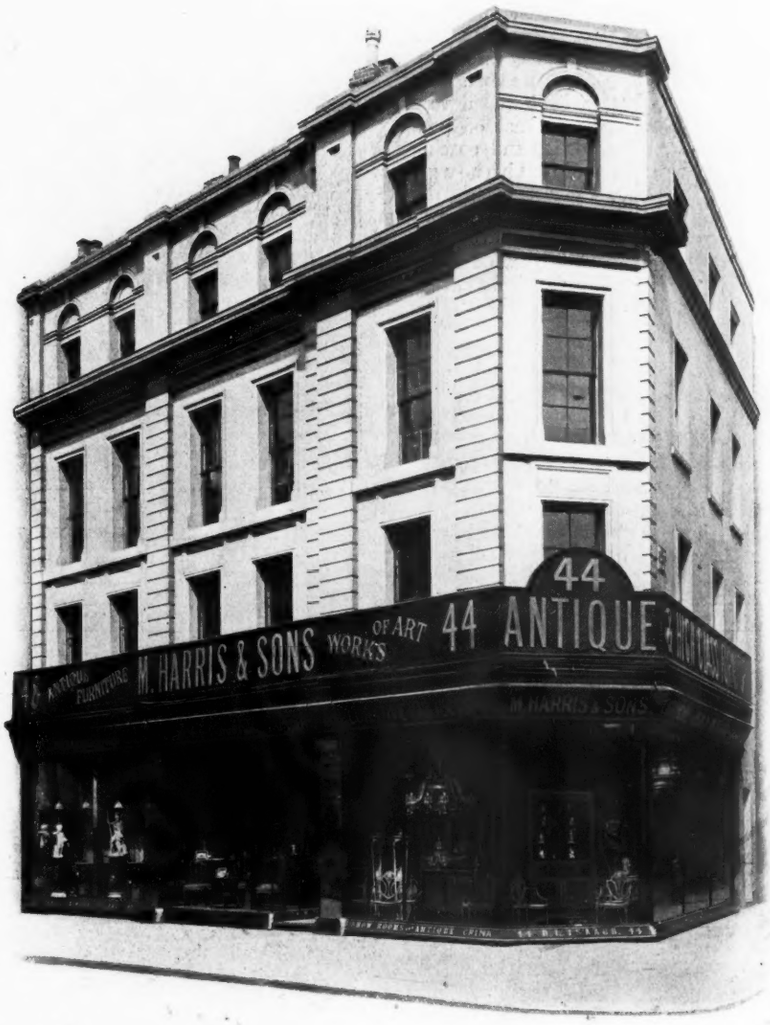
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MIRROR IN GILT WOOD FRAME.
Joseph Armitage.

in producing the best, and not merely the cheapest. There is beyond all doubt a very good market for the best, and other nations are alive to this fact. Now the "best" includes all qualities, not only good fitting, strong construction and sound material, but also design Whatever qualities factory-made furniture may have, at present good design is not one of them, or at any rate it is extremely rare.

The designer must have a very keen sense of proportion and spacing and a thorough knowledge of the methods of work and material. And he must work within the limits set by these methods. He should be called upon to supervise the work as it is done, and nothing should be altered without his knowledge and consent. He will, of course, avoid all forms which need sensitive workmanship. Nothing can be left to the "hands" in a factory; the work has to be too tightly organised for that; each must work to pattern. Very little, if any, of the furniture of the past can be reproduced by these methods, so the designer must to a considerable extent make a new start. Here is an opportunity which should appeal to the adventurous, and I think it will do so as soon as the manufacturers realise the commercial value of good design, and are prepared not only to pay an adequate fee, but to use the designer as I have suggested. It is obviously a very difficult thing, and only the very best can hope to succeed. Moreover, it is unreasonable to expect the first attempt or even the second to achieve that which is desired. The best can only be reached by many efforts and by perseverance. The development of the design of the motor car, which has in the few years of its existence grown from a queer-looking carriage to the graceful and characteristic thing which everyone with any sense of line and fitness must admire, proves that the modern designer can do very well. But the problem of factory-made furniture must be frankly faced as being quite different from that made in the small workshop, if its design is to develop: and the so-called "styles" must be left by the roadside.



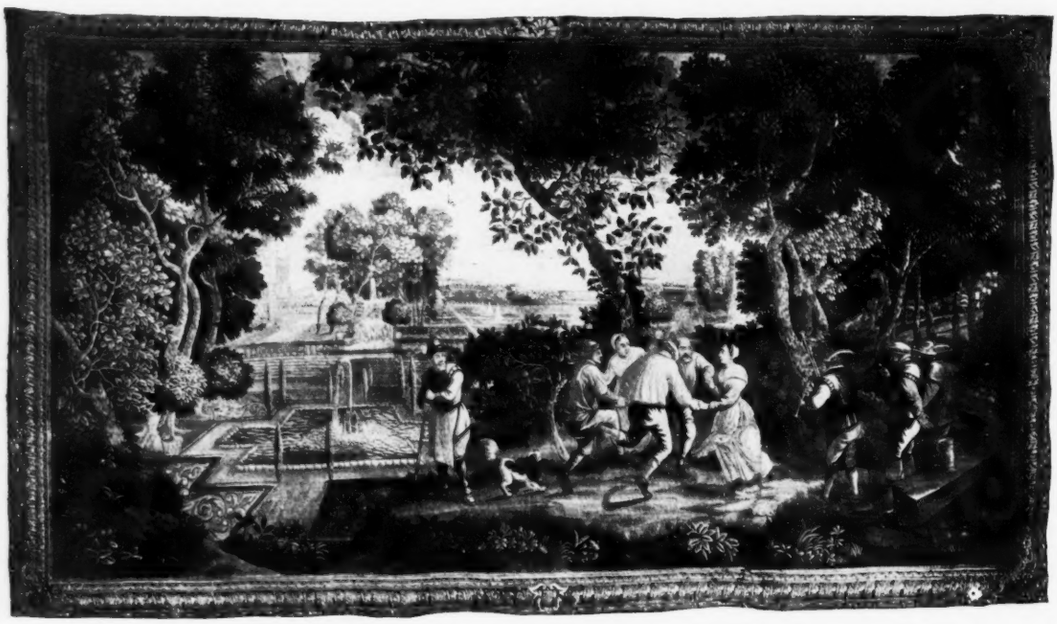
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Charles Spooner.

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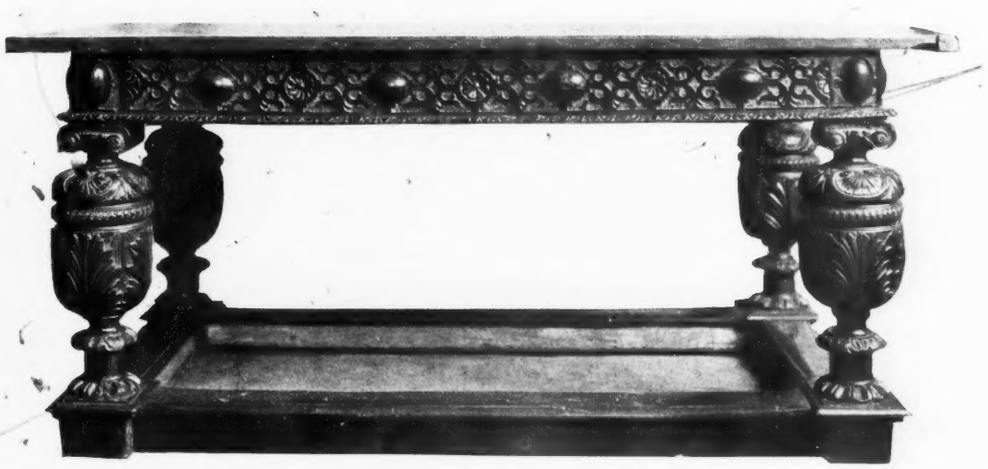
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The British Institute of Industrial Art would quickly find a market for such goods. But, excellent as these might be, and ought to be, the furniture made by the artist-craftsman in his own workshop will appeal, I think, to many readers of COUNTRY LIFE in a way that the product of factory-work cannot, and they will feel that the difference in cost, which must always be considerable, is worth while, because they will get a quality which is peculiar to individual craftsmanship and can be obtained in no other way. As I said before, it is only in this way that old furniture can be reproduced; because very much of the beauty of these things depends upon the way the shapes are cut, the careful and sensitive choice of the right piece of wood for the purpose, and the many other almost indescribable subtleties which go to make a work of art.

Many people think the work of the past is so good that it is impossible to do better, and therefore the best thing is to reproduce it. But if this is done all its qualities must be reproduced, including the life, spirit and freedom with which the work is done. To copy exactly the forms without these other qualities will merely give a lifeless, uninteresting thing which will be quite different from the original. But if you are artist enough to do such work you will not long be able merely to reproduce, you will want to do something a little different; you will want to do exactly what the masters of old did—that is, to improve a little bit here, and vary a little bit there, and so you will soon grow away from the original things which you set out to copy. Therefore, really to try to reproduce fine examples of old furniture is probably as good a starting point for the artist-craftsman as he can find. But he must not set out to reproduce "the styles" so called. The less he knows about the styles and the more he knows about the essential qualities which make fine work, the better for him. The so called styles were a natural growth of traditional forms. We people of the twentieth century may be very clever, but we are not so gifted as to be able to depart from the experience of the past, and we can only grow in our artistic production as man has grown in the past, by using traditional forms freely and fitting them to our own uses and conveniences. In the doing of this there is ample opportunity for originality; indeed, I am inclined to think it is the only sort of originality possible, or even desirable, in the crafts.

It comes to this, that the thing to be avoided in modern furniture is affectation—that of pretending to belong to some other age or country than one's own by the use of the historic styles on the one hand, and of being different for the mere sake of difference, the result of trying to be original, on the other.



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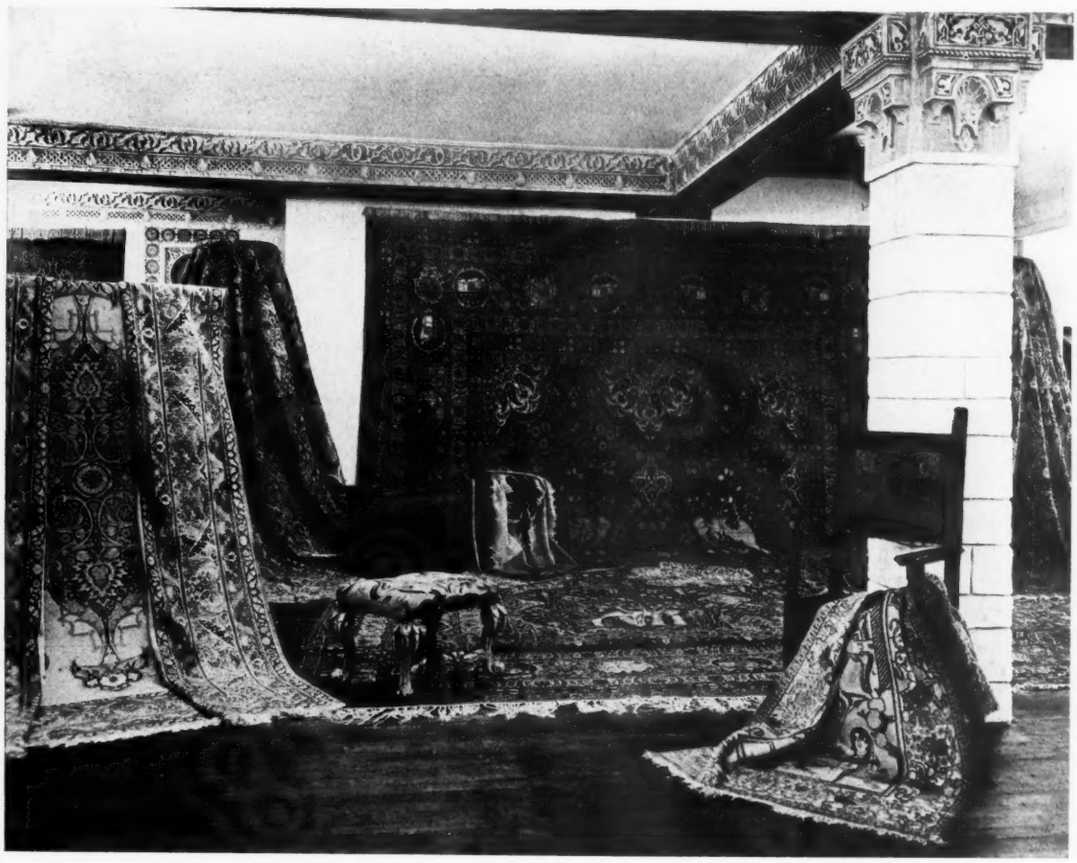
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ON THE DECORATION OF ROOMS

SINCE the passing of the Victorian Period and the era of decorative degradation there has been a tremendous revival of taste and interest in decoration, furniture design and the general arrangement of rooms. Men like William Morris, who instigated the crusade against the established ideals of design in their time, were responsible for the early growth of the movement that has raised taste to its present standard, which is immeasurably superior to that of the 'eighties. In the early days of the movement there were necessarily many experiments; there was a lot of rather unrestful originality, attempts to found entirely new styles that would in no way resemble anything that had been done before; and there was also a school of perfect simplicity, only simplicity was so easily confused with severity that comfort sake of their interest; the achievement of harmony and character was aimed at; and rooms lost the suggestion of coldness and lifeless formality that strict obedience to period had produced.

Greater freedom in the arrangement of furniture became possible, and, although incongruous mixing of styles was avoided, a very definite quest for comfort in addition to elegance began. The day of solid, heavy comfort is over now: saddle-bag furniture, over-massive mahogany carved with meaningless squiggles, and the railway-compartment ideas of upholstery have vanished, and in their place we have the simpler easy chairs and settees of to-day, whose design proves that comfort and ugliness need never be associated. The chesterfields of the late Victorian time were lacking in



A NORTH-LIGHTED ROOM MADE SUNSHINEY WITH COLOUR.

The walls are white; the floor, painted in black and white squares, has a square of black carpet on it; the chair and settee coverings are of an old yellow silk fabric; and the vases on the mantelshelf glow with a rich blue.

(which, after all, is an essential for any room that is going to be lived in) was occasionally ignored.

Later, attention was turned to the antique, and a number of able designers and craftsmen were soon busy with the reproduction of period rooms and studying proportion and the art of arrangement. All sorts of rooms were copied: Adam boudoirs, Early Georgian libraries, William and Mary dining-rooms; and the possibilities of Tudor and Jacobean rooms also made their appeal to the unfettered imaginations of the decorators.

Carving was copied in bulk, and for a time there was some danger of the formation of a decorative convention that unless a room were actually a period room it could not be right: any original departure might have fatally marred the accuracy of the copy. But the most slavish copyist in time discovered that his work, quite unconsciously, was acquiring a modern interpretation, and with this realisation came the inclusion of original ideas; touches of colour were introduced for the grace, and their fat, squat lines were abandoned altogether by designers. Modern chesterfields and armchairs have shed the plush and pigskin convention of the day before yesterday and are covered in some material drawn from the wide range of antique fabrics—velvets, damasks, brocades, and so forth—which are obtainable, and which are skilfully reproduced by many manufacturers. No modern comfortable furniture need clash in a period room with antique models.

The art of arrangement developed rapidly after formal regulations were discarded, and the arrangement of furniture was reflected by the growing originality of decorative schemes. Individual taste insisted on expression and, boldly breaking away from the set models of the seventeenth and eighteenth centuries, carried into modern rooms a modern appreciation of colour-value: a factor that had been rather overlooked in the earlier and more enthusiastic days of reproduction.

There had been a passion for white paint and ivory and pale cream tints, and walls, whether plain or panelled, were

A VERY INTERESTING TUDOR PANELLED ROOM
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THOSE interested in old oak panelling may see one of the finest examples of a Tudor long gallery which has been recently unearthed from a century and a half of obscurity in an old palace. It is known to have been used many times by Queen Elizabeth when breaking her journeys out of London.



This wonderful old building is now surrounded by uninteresting houses built in the last century, and is further screened from public view by an early eighteenth century addition to the original beautiful Tudor edifice. The panelling has for many years been buried in paint, and has been so skilfully and so well restored that its refined mouldings, colour, and figure show to great advantage. This room is well worth visiting, and in addition to this long gallery several other oak rooms from the same source can also be seen.



IN A LONDON FLAT.
The effect of panelling is produced by applied mouldings, the wall face being finished in a low tone of brown.

almost invariably treated in this manner. Much can be said for the effectiveness of white walled rooms with their atmosphere of bright spaciousness; and as a background for the introduction of colour, whether it appears in the material of curtains, cushion or furniture covers, white makes an admirable as well as a simple setting. In this connection reference may be made to the remarkably successful room which is illustrated on the preceding page. The house is in Regent's Park, facing north. We all know that rooms with such an aspect generally have a cold, uninviting appearance, but in this room (the dining-room) all such feeling has been overcome by Lady Katherine Somerset's very clever use of appropriate colour. The principal features of the scheme of colouring are indicated by the sub-title to the illustration, and it need only here be added that the inviting warmth and restfulness of this interior are quite astonishing when seen in actuality.

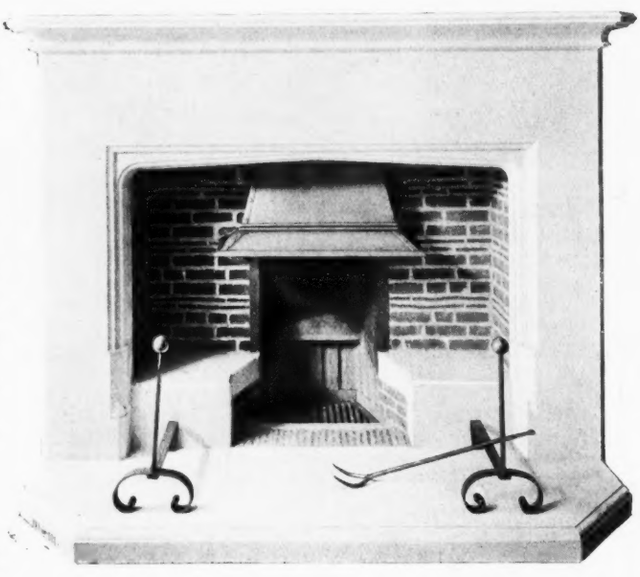
Many rooms of yesterday were on lines wonderfully well adapted for colour, but while the tones of wax-polished panelling had received a certain measure of attention, imagination had stopped short at white where painted panelling was concerned; but after a brief period many very pleasant colour effects were produced. Panelled rooms in Early Georgian style were painted pale primrose, with the more important features of the mouldings picked out in white; there were rooms in soft shades of brown with gilded enrichments; blues and greens in every shade, and some Oriental ideas in which panels of black Chinese pattern wallpaper enclosed by thin gilt beading were the special characteristic. Walls were stippled, or finished with a thin egg-shell glaze of varnish that gave a curious depth to their colour, and for early seventeenth century effects coarse distemper in buff and biscuit colour was employed.

To-day we have a truer and more discerning conception of harmony in decoration and arrangement, possibly because we are fortunate in having the accumulated decorative genius of two and a half centuries of constructive effort to guide us and nearly a century of artistic collapse to warn us.

A good deal of simple decoration has been done, and the applying of styles and rails to simulate panelling, or the fixing of mouldings to plaster walls to produce a similar effect,

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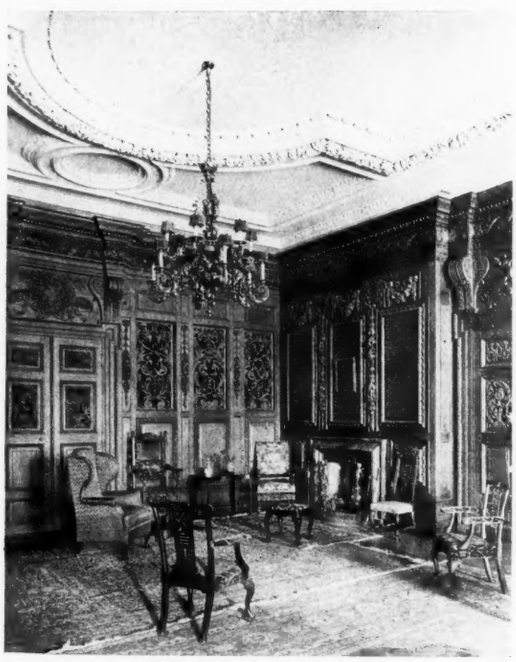
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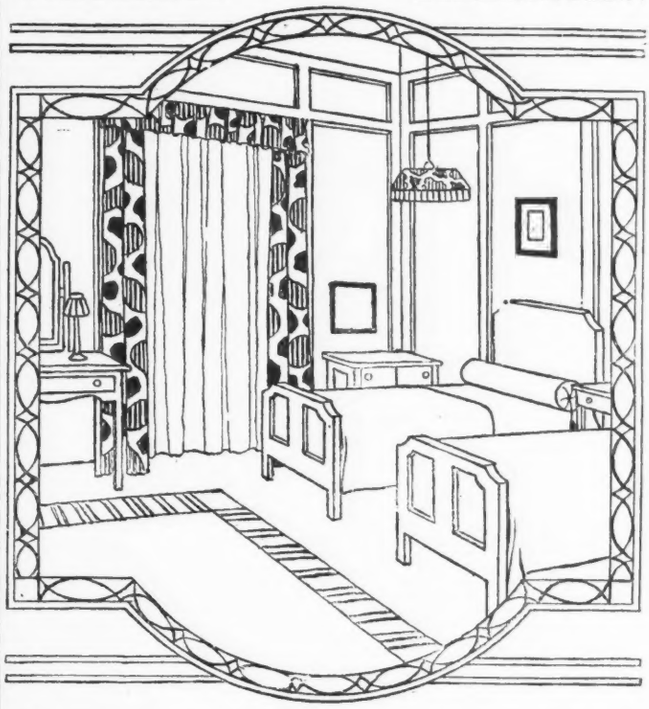
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has developed into an accepted method for painted rooms. Much has been done with wallpaper also, and chintz, *jaspé* and plain papers have taken the place of the ornate, rambling roses and complicated floriferousness of the Victorian patterns; excellent copies of old designs have provided good groundwork for modern papers, and in the years before the Great War a very broad choice was open. Now the attention of manufacturers is once more being given to the production of good wallpaper designs.

The restoration of old houses and the improvement of comparatively new houses (built since 1850) have involved many problems in the contriving of comfort and the selection of suitable treatments. Of course, with an old house the original schemes of decoration have been generally followed out, with such modern additions as electric light and heating systems; but with the nondescript, fairly large house that still bore lingering traces of the ideas of the Gothic revivalists a very real and very perplexing problem was presented. It has been a case of adapting structural necessities to the needs of a new decorative scheme. The actual wall surfaces of a room are easy enough to alter, and it is never very difficult to make a feature of the chimney-breast; there are many old and beautiful mantelpieces still to be found that may be used with considerable effect. A painting can be framed into the panelling above as an overmantel. There are indeed so many ways for effective decoration exemplified in the old houses that constitute our architectural heritage that it seems strange the desire for originality should lead people into that confusion of misdirected expression known as New Art.



AN EXAMPLE OF APPROPRIATE FURNISHING.
In the Dormy House, Walton Heath.

Applied decoration need not detract from the simplicity or dignity of a room; it may add very vital touches of distinction, and niche treatments, fitment bookcases and shelves, and china cupboards all help in creating interest, variety and that personal character which is the essence of comfort. The correct placing of pictures and ornaments; the absence of anything stiff or formal in the arrangement of furniture—these are matters that demand thought and taste; and no matter what the period of the room is, the harmonising of curtains, carpet, the covers of the chair seats, and the colour of the walls is as essential as the correct proportion of the panels and mouldings.

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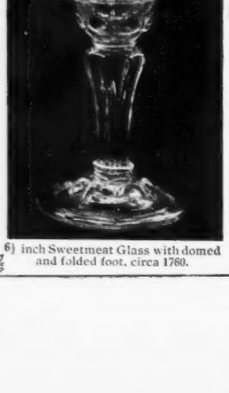
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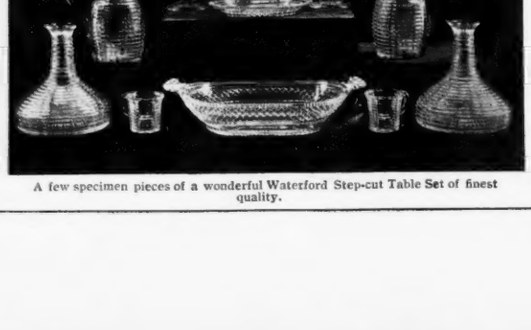


6½ inch Sweetmeat Glass with domed and folded foot, circa 1760.

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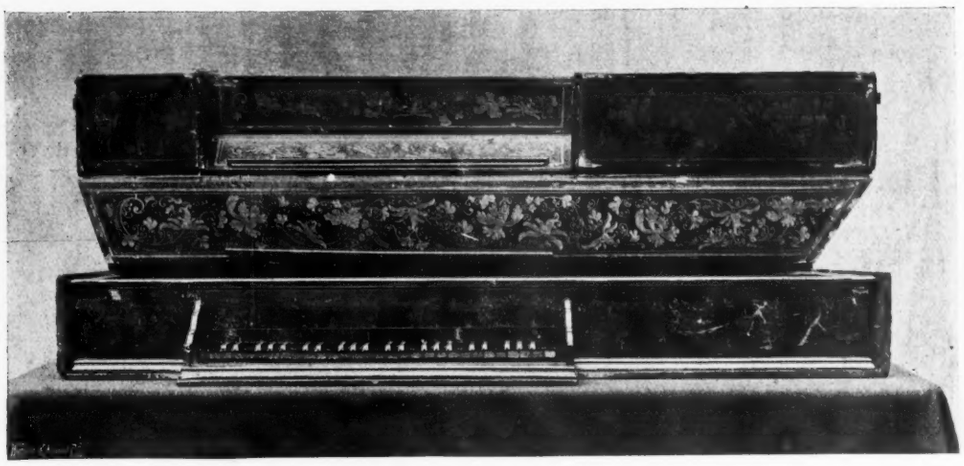
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6 inch Sweetmeat Glass with fluted bowl and domed foot, circa 1750.

THE PIANOFORTE AND ITS TONE

By Kathleen Schlesinger, F. Inst. Archæol. Univ., Liv.



QUEEN ELIZABETH'S VIRGINAL (ITALIAN SPINET), *CIRCA* 1570.

WHAT is there in keyboard instruments to account for their widespread popularity? The pianoforte, indeed, surpasses even the violin in the power of its appeal, in that it affords scope for a finer and more intellectual quality of musicianship. In casting a retrospective glance along the evolutionary path of music, one cannot fail to be profoundly impressed by finding the whole weight of serious musicianship ranged on the side of the organ, the earliest instrument to evolve a balanced keyboard, and later on, in turn, round the clavichord, the spinet, the harpsichord and the pianoforte. No parallel can be found, in fact, for such fundamental influence exerted by an instrument, or class of instruments, upon the development of the art of music, with the single exception of the vast family of reed pipes.

If, on the one hand, the rise of harmony and counterpoint, the evolution of the Guidonian system of notation and of the system of equal temperament must be credited to the influence of keyboard instruments, the reed-blown pipe (ancestor of the clarinet and oboe) identified throughout antiquity with the worship of the sun, was the blind creator of the *modes*—the real modes, not the counterfeit which the keyboard in its impotence substituted as a compromise. If the keyboard had weight on its side, the reed-blown pipe had life, breath and inspiration behind it; the keyboard, it is true, was the more respectable; it gave birth to musical, technical and academic systems, but its influence was restricted to Europe, while the reed-pipe gave to the Ancient East its common modal, musical language and inspired the folk-music of many nations and times.

The distinguishing characteristic of the pianoforte and its ancestors through the ages has been the principle of setting the string in vibration by *striking* it with a small stick or hammer in the case of the dulcimer and its congeners such as the cimbalom of the Magyar gipsies; with a brass tangent in the clavichord, and with a hammer in the piano. The clavichord, the earliest keyboard instrument of the pianoforte family, combined the principle of the monochord with that of the dulcimer, for the brass tangents not only acted as sound exciters, but also divided off the vibrating length of string and stopped it at the correct distance to produce any given note. The extreme delicacy and intimacy of the tone of the clavichord, due to its diminutive soundboard, were intended for the study and the small music-room. Both



UPRIGHT SPINET (DONALDSON COLLECTION). *CIRCA* 1520.
Shown with painted cover fully opened.

clavichord and spinet have been successfully made of late by Arnold Dolmetsch.

The virginal, spinet and harpsichord are related to the piano through the keyboard and the strings; but the principle of setting strings in vibration by *plucking* creates a different family derived from the psaltery. Although it is not possible to obtain a *legato* on these instruments, as on the pianoforte, the tone of some of the spinets and harpsichords is of very fine quality, which harmonises perfectly with the tone of the old viols.

Although the pianoforte undoubtedly has some limitations, it has opened up a new chapter in the history of Tone, which, in the pianoforte, means the local colour or timbre implanted in the instrument by the manufacturer, plus that added by the player's individuality. It may, therefore, be of some interest to consider how this tone is produced, and by what means that variation in quality which is so striking in instruments of different makers is obtained. The strings are the chief factors in tone production, for the vibrating string embodies all the vibration forms which constitute the distinctive tone of the pianoforte. All vibration forms are potentially present in the strings, and the striking point for the hammers, empirically determined by the experience of the maker, and usually placed between the seventh and ninth aliquots of the string, is responsible for the local colour or characteristic tone.

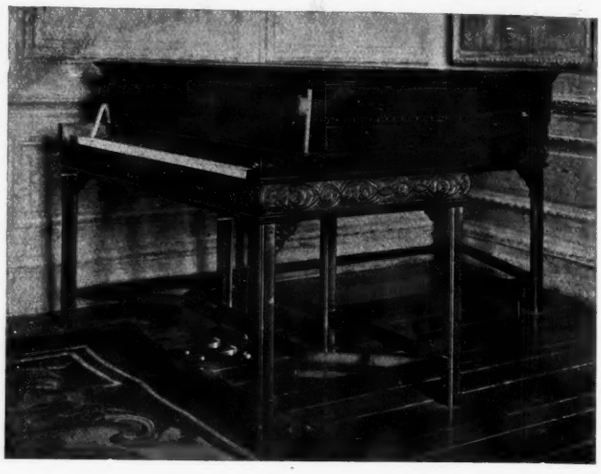
Elasticity in the string as well as in the blow of the hammer is the great desideratum, but that in turn demands, in order to become effective, a high degree of tension, secured by the use of tempered cast steel of the highest standard; in a modern grand, high tension has now in the aggregate reached the formidable equivalent of over thirty tons. The pursuit of elasticity thus necessitates more and more powerful framing and strengthening of the case, and results in the triumph of silent force.

How well the ancients understood the influence of elasticity on tone may be seen from the Assyrian bas-reliefs in the galleries of the British Museum, where the dulcimer, the earliest ancestor of the piano, figures in most of the processions of musicians; the performer stands, in one of these, with the long, slender stick, used to strike the strings, delicately poised between finger and thumb to ensure a swift, elastic blow. This leads us back to the hammer as direct exciting agent of vibration in the piano. The hammers, covered with layers of felt made of compressed sheep's wool, are graduated in size and thickness from bass to treble. The surface of the felt when inclined to softness gives a velvety or woolly tone by clinging to the strings after contact, whereas hardness in the felt favours the development of high overtones and renders the timbre more brilliant. If the tone of a piano is unsatisfactory in consequence of the hammers having worn too ragged or too hard with use, the tone-regulator may be called in to touch them up with his needle or pressing-iron. In many good old pianos, however, the strings, having cut into the felt with long wear, tend to produce a singing tone of great beauty.

The hammers form part of the action proper to each key, consisting of a series of consequential mechanical devices, the first of which, seated upon the back of the key-lever, responds to the impact of the performer's fingers upon the keys, transmitting the personal quality of his touch through the hammer to the strings. Considering that the hammer is only indirectly in communication with the keys, the infinite possibilities of expressing subtle gradations of tone and varieties of timbre open to the artist seem nothing short of a mystery. How is that subtle psychological contact established? The action and the hammers are always the same after all, whoever uses them, and the eye watching the action of the hammer upon the string is not even quick enough to detect the impact. How is it done? How does the differentiation take place? We know that it is all a question of the play of the harmonic overtones, but how are they evoked? There is no matter of such fundamental importance to the pianist as the relation of the harmonics to tone quality through the function of the different parts of the action, all of which obey the conscious or sub-conscious behest of the pianist.

This much is known at least: as the hammer strikes two or three unison strings to produce each note, cleanness and squareness of attack are essential to ensure uniform incidence and directness of blow upon all three strings at once. Moreover, since the depression of the key automatically releases the damper from the string, a direct attack is of the utmost importance in order that the dampers may free all three unisons simultaneously and without the raggedness or muffling which result from a hesitating or uneven touch; the function of the dampers, therefore, in leaving the string more or less quickly in consequence of the relative gradation of velocity and weight in attack, should be understood and studied in connection with tone-colour. It is by paying attention to these points and accustoming the ear to detect the resulting shades of tone quality that the highest degree of efficiency can be extracted from the instrument. Momentum imparted to the key by the natural weight of the pianist's fingers and arm, and not by a forceful blow, produces depth of tone, while rigidity of muscles of arm or wrist which arrests the impetus of the hammer gives that curiously detached and superficial touch which creates an atmosphere of triviality.

Of great importance is that part of the equipment of the piano consisting of soundboard and strings, which increases the volume of tone and fully develops the inherent quality of the vibrations of the strings through the operation of the phenomenon of *resonance*, still so imperfectly understood. The soundboard, of the finest spruce fir, mellowed by time, affords great technical scope to the maker. The delicate fibres of the



A BROADWOOD PIANO, THE CASE DESIGNED BY SIR EDWIN LUTYENS, R.A.



A MODERN BLÜTHNER GRAND PIANO.

wood between the streaks of dry resin take up the vibrations of the strings as they pass through the bridges and reinforce the volume with their multitudinous voices without modifying the quality. This can be tested by singing various vowel sounds in succession into a grand piano, having taken care first to raise the lid and depress the right pedal to remove the dampers from all the strings; or else a long note can be played on violin, flute or oboe, near the strings: the result is startling, for an answering echo comes instantly from the soundboard of the piano, assisted by the sympathetic vibration of the strings in countless segments, each of which responds to one or other of the overtones characterising voice or instrument, by which means the tone is reproduced by synthesis. The phenomenon of resonance will be dealt with in a subsequent article.

REPRODUCED MUSIC

IT is true of all the arts that one man's meat is another man's poison, and nobody feels this more than does the lover of classical music who, having paid somewhat heavily for his ticket, has to sit through an hour of boredom, or at the best indifference, waiting for the one or two items on a programme, the promise of which has brought him to the concert hall. There is a growing feeling in favour of municipal aid for music, the idea being to establish something loosely corresponding with the State support which, before the war, had the effect of creating in Germany a huge public of quite ordinary people who were yet able to appreciate classical music with an enthusiasm such as only, comparatively speaking, a cultivated few among ourselves could have shown. Several of the larger northern towns are on the way to materialising the idea, but, meanwhile, highly priced concerts, as to the programme of which he or she can have no say whatever, are almost the music lover's only refuge from the well-meaning amateur—not every amateur, but, alas, the majority—from whom we ask music and are given sound. If the financial support of the municipality can be given to the best music the many cultured and talented professional musicians, who are yet not great artists, will be enabled to live decently by their chosen profession and give their best to its service, and the ultimate result should be the cultivation here of a higher standard in music and a spread of musical education in the sense of appreciation; but until this education is to some extent effected, the musical ratepayer may find the municipal concert not so great an improvement, save in cheapness, on things as they are, for his vote will as yet scarcely carry the day against the many people who are musically uneducated.



VOCALION IN A CHINESE LAC CHEST ON STAND.

Reproduced music offers another solution of the difficulty. Of course, when we had it first we misused mechanical music as we are misusing the moving picture, degrading it to gain a popular success, instead of allowing it to win its way as the instrument of the discerning few. But those days are over. The man or woman who has no musical training whatever can purchase a piano or organ from which may be obtained a very good reproduction of the playing of masters of those instruments; and gramophones and gramophone records have been steadily brought to a high standard of perfection. One can still buy a gramophone which merely makes a noise, or a record which has not an atom of individuality; but, on the other hand, the best makers are producing instruments and records of such perfection that their performance is almost, to the ear, that of the artist by whom the record was made. "Music when sweet voices die" need no longer be lost entirely; it is ours to be recalled time after time at our will. The negro who called the first gramophone record he heard "canned voice" was not far from the truth for all the incongruity of his simile. The writer has in mind the memory of a cultured man of the generation which is just dying out, who recognised the possibilities of the gramophone from its inception and used it as a medium for enjoying the best music of the world in the retirement of his old age. He used it as an artist with dignity and taste, and many of the younger people of his circle learned to appreciate classical music at his gramophone recitals. There must have been many like him even then, for it has generally been the musician who has appreciated what the gramophone at its best can do, that where a thousand people may hear Ysaye himself, a million may hear his violin by means of the gramophone. The part reproduced music has played in the musical education of the general public would probably astonish many people if it could be accurately gauged.



A BROADWOOD GRAMOPHONE CASE IN THE CHINESE CHIPPENDALE STYLE.

The possibilities of mechanical music have advanced considerably in recent years. A well known firm is fitting machines with a device which regulates the volume of sound. A cord somewhat like that of a table telephone can be pulled out, and by extending or compressing a small sliding apparatus at its end an auditor, from a distant armchair, can reduce the notes of the machine to the softest *pianissimo* or swell them to their fullest volume without making even that small difference in time which every performer knows is difficult to avoid.

The gramophone as it was originally made, was an awkward, clumsy instrument with an aggressive horn, very unattractive to the eye. In any room its presence was regrettable; in some unthinkable.

The abolition of the gramophone horn has, however, opened the way to embodying the instrument in a happier fashion. Both the machine and a cupboard to contain records can now be fitted into a comparatively small space, and the outward appearance of a gramophone has become largely a matter of individual taste. It may be, as in the case of the Chinese Chippendale Broadwood example illustrated here, a good, sound piece of cabinet-maker's work on accepted lines, which yet may readily be guessed to contain a gramophone or, as is the case with many of the Vocalions made by the Æolian Company, an ordinary piece of furniture, perhaps an Adam side-table or a Chinese lac chest on a stand. No room, however excellent its furniture, could be marred by the inclusion of such an instrument among its contents.



A CABINET DESIGN OF THE WILLIAM AND MARY PERIOD.

CHINESE DECORATION ON OLD ENGLISH PLATE

By E Alfred Jones

NO feature in the decoration of English plate of the seventeenth and eighteenth centuries has provoked greater curiosity than the "Chinese." From the end of the luxurious reign of Charles II through that of James II and into the reign of William and Mary, plate of all sorts was engraved and chased with Chinese landscapes and figures. Ecclesiastical vessels even were not exempt from the new fashion of decoration from the land of Confucius, as will be observed later. The name of the London goldsmith who first introduced this exotic embellishment for plate has been lost. Whoever he may have been, the fashion spread from his atelier to many others and competed with, but failed to oust the familiar acanthus leaf from popularity.

The question will be asked, How came Oriental features to be imposed on English plate? The answer is simple. As early as the reign of Elizabeth—in the year 1600, to be precise—the East India Company had been established in England and was the means, through its agents and traders in the East, of bringing into this country Oriental curiosities, Chinese porcelain and other interesting objects. Not only was the decoration copied by goldsmiths and other craftsmen, but also the forms of Chinese porcelain were reproduced in silver by London goldsmiths of the time of Charles II; for example, many of the splendid jars and vases, still preserved in noble collections, are Chinese in form. They are now represented in the Victoria and Albert Museum by a garniture consisting of a vase and two flasks of the years 1675–76, from the Earl of Ashburnham's collection, generously presented tothe museum by Mr. Harvey Hadden.

Both Evelyn and Pepys record in 1665 the capture of East India prizes with jewels, silks and divers other objects on board. Eleven years later Evelyn saw in Lord Wotton's house Indian cabinets and porcelain, which were probably Chinese. Many other references in contemporary literature could be cited to show the great trade done in Oriental wares at this time.

A foremost place in an article devoted to this feature of decoration of English plate must be accorded to the unique gold cup and cover of the Earl of Derby (Fig. 4). Indeed, English gold plate, whether ecclesiastical or domestic, of the seventeenth century, is of sufficient rarity to entitle this specimen to a conspicuous place in any collection of plate. This piece is not fully



1.—A MONTEITH BOWL, silver, the scrolled and scalloped edge decorated with cherubs' heads. The body engraved with Chinese figures in panels formed of hollow scrolls. The foot gadrooned. London hall mark, 1692-93. The property of Sir C. J. Jackson



2.—TEAPOT. Made by Thomas Whipham. 1750.



3.—A SET OF THREE TEA-CADDIES, silver, *repoussé* with Chinese figures and scrolls. Date George II. The property of Mrs. Mango.

hall-marked; it bears only the maker's mark of the initials, R.L., believed to be that of Ralph Leeke, a well known London goldsmith. The omission of the complete hall-mark suggests that the cup had been made originally for Charles II or James II, as Royal plate was exempt from the usual regulations governing the hall-marking of plate. Nothing is known of its history other than that it was found many years ago in the octagon pond in Knowsley Park. It is not adorned with the Royal arms or family arms. The writer ventures to suggest that it may have been a gift from James II at his Coronation to the then Earl of Derby, the bearer of the second sword on that occasion.

A large standing cup of historic interest is here illustrated (Fig. 5). It was made in the year 1683–84 and was presented to St. John's College, Cambridge, by James, fourth Earl of Salisbury, who, as will be remembered, was a convert to the Roman Catholic faith and was impeached with the Earl of Peterborough, though the prosecution was abandoned. The total height of this historic cup, one of the great treasures of the College, is 21⅞ins. The University of Cambridge can show one other specimen of English plate decorated in this manner, in a tankard a year earlier in date, the gift of Matthew Ducie Morton, afterwards Lord Ducie, Baron of Morton, to Queens' College.

Inadequate as is the national collection of Old English plate in the Victoria and Albert Museum for a comprehensive study of its history in any period, attention may be drawn to two specimens decorated in the "Chinese" taste, one of the rare toilet-boxes of the years 1683–84 and a flat-topped tankard of 1670–71 with a lid of a year later. In the large Loan Court, however, a late example of a large "Monteith" bowl, dated 1692–93 (Fig. 1), may be seen in the collection of Sir C. J. Jackson. We owe the preservation of the origin of this title for English bowls of this kind to the learned antiquary, Anthony à Wood, who, in 1683, wrote as follows: "This year came up a vessel or bason notched at the brims to let drinking glasses hang there by the foot, so that the body or drinking place might hang in the water to coole them. Such a bason was called a 'Monteigh,' from a fantastical Scot called 'Monsieur Monteigh,' who at that time or a little before wore the bottome of his cloake or coate so notched." It would seem from Anthony à Wood's note that bowls of this kind were not commonly used at first for punch, as is generally supposed, but as coolers for wineglasses. The wine bottle itself probably stood in the centre of the bowl. These bowls were, however, turned into common use for the convivial punch-drinking customs of the eighteenth century.

Reference has been made earlier to the strange adornment of ecclesiastical plate with "Chinese" subjects. A curious example occurs in a Communion cup with its paten cover of the orthodox form prevailing in the reigns of Charles II and his immediate successors on the English Throne. This cup is not, as might at first be supposed, a piece of domestic plate decorated in the Chinese manner and given by a pious parishioner for sacred purposes, but was made expressly for a Communion cup, pagan as is the decoration. Both the cup and the paten cover are stamped with the London date-letter for the year 1689–90 and the unidentified maker's mark of I.L. with a fleur-de-lis below in a shaped shield. These interesting and possibly unique sacramental vessels are preserved in the Herefordshire church of Welsh Newton.

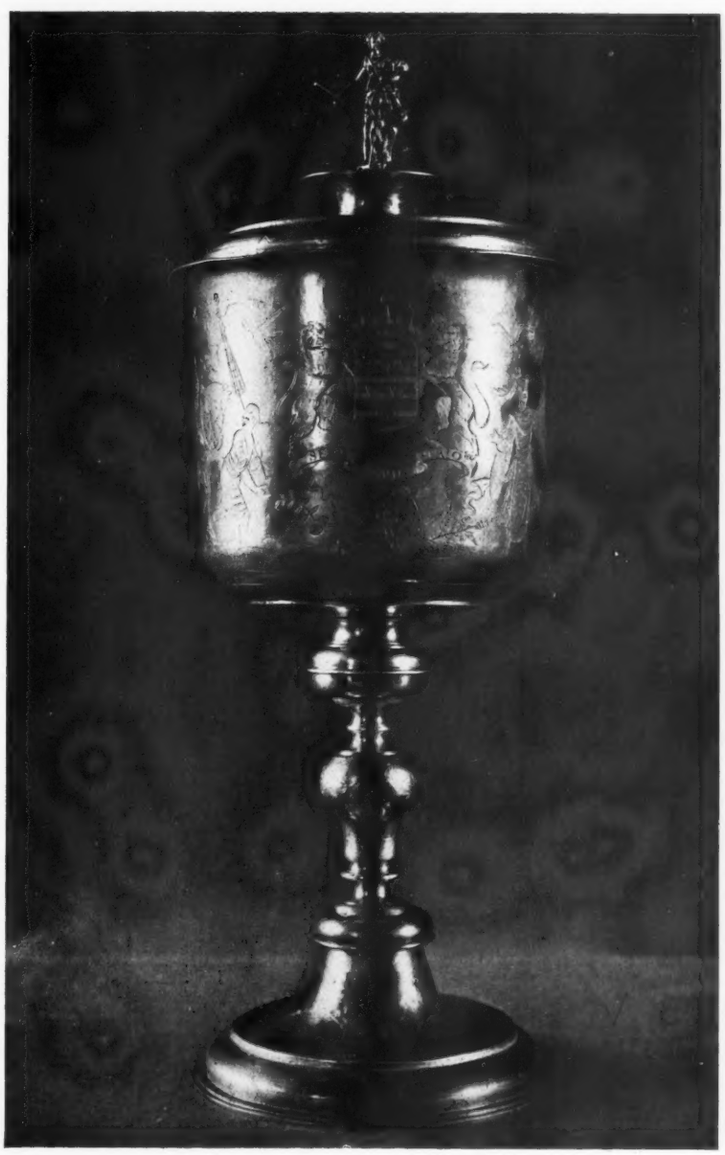
Sufficient has, perhaps, been said of this, the first period of English plate embellished with "Chinese" subjects. The fashion died out virtually at the end of the seventeenth century, though now and again a specimen of later date appears at auction.

The second phase was one of a different character. The flat engraved and chased decoration is succeeded by bold and often coarse *repoussé* work, in conformity with the English furniture in the Chinese style, coming into fashion at the middle of the eighteenth century. Chinese figures and other subjects are mingled with the conventional scrolls and other rococo features common on English plate of this period.

The taste for "Chinese" things for the adornment of the house was not confined to plate and furniture. Early specimens of old Worcester porcelain from 1751 to 1770 were often decorated



4.—GOLD CUP AND COVER, with one handle. The property of the Earl of Derby. Period Charles II or James II. Total height 4⅝ins.



5.—STANDING CUP AND COVER, silver-gilt, engraved with the donor's arms, the bowl is supported on a tall baluster stem. The gift of James, fourth Earl of Salisbury, to St. John's College, Cambridge. Date 1683-4; height 21⅞in.

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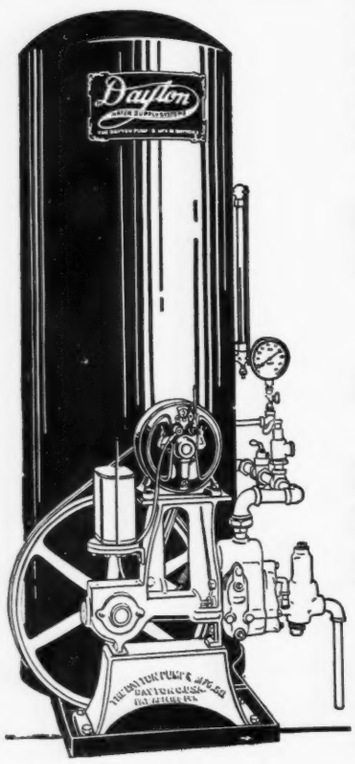
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in this style, while some Bow porcelain of the middle of the eighteenth century was decorated with applied sprays of prunus blossom in imitation of Chinese porcelain. The effect of a room in an English country house furnished throughout in this manner, with wall decoration, furniture, rugs, silver plate and porcelain, is better imagined than described.

Large silver epergnes, such as adorned the dining-table of every nobleman in the land, were fashioned like Chinese pagodas by London goldsmiths to satisfy the craze for "Oriental" objects. There was hardly a domestic utensil in the plate cupboard which was not adorned in this manner. Tea and coffee services were fairly common. One of the most historic services known to the writer was in the Winter Palace at Petrograd, and is believed to have been acquired by that omnivorous collector of works of art of all nations, the Empress Catherine II of Russia. It consists of a tea-kettle of the year 1745–46, made by Nicholas Sprimont, and a coffee-pot, teapot and sugar-basin wrought by Fuller White between 1756 and 1758, all of which are illustrated in the writer's book on the remarkable collection of old English plate of the Tsars and Emperors of Russia.

A notable specimen of a silver urn decorated with "Chinese" subjects may now be seen among the recent acquisitions in the Victoria and Albert Museum (Fig. 2). The gift of Captain C. D. Rotch, it was wrought by the well known London goldsmiths, Thomas Whipham and Charles Wright, in 1767–68. The set of three tea-caddies, here illustrated (Fig. 3), are interesting specimens of plate embellished in this manner, from the important collection of English plate formed by Mrs. Mango of Palace Court.

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WITH the means of illumination available to-day there is a wide scope in the selection of lighting fittings. While oil lamps are still often used in districts beyond the reach of gas and electric light supply companies, the advantages of a self-contained generating set for electricity or acetylene is now generally recognised, and more and more country houses are being equipped in this convenient manner.

Many were the prophecies about the disastrous effects which the introduction of gas and electric light would have



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upon the appearance of rooms. The crudest ideas prevailed in the early days of gas lighting, and even with electricity there seemed to be fears of ceilings made unsightly with wires, and walls marred by switches and fuse-boxes. But these fears were rapidly banished when it was discovered that the new lighting did not even demand special designs of fittings, and that candlesticks and wall lights and even chandeliers could be very easily adapted for electricity and in some cases for gas. The coming of the porcelain electric candle, surmounted by a small shade to screen the bulb, restored all the charm and proportion to adapted candlesticks and fittings without the disadvantages of melting wax and tallow. Great possibilities of choice were

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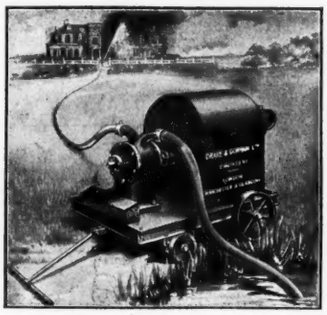
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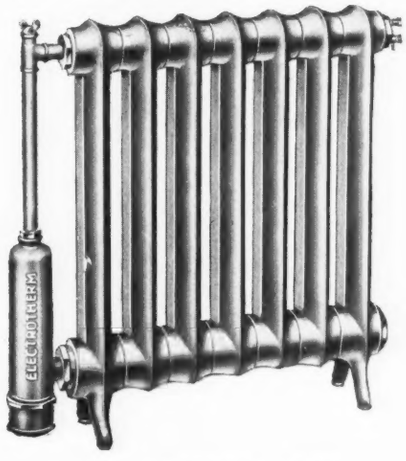
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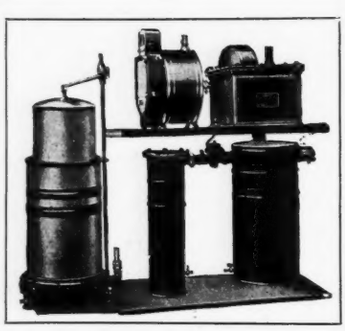
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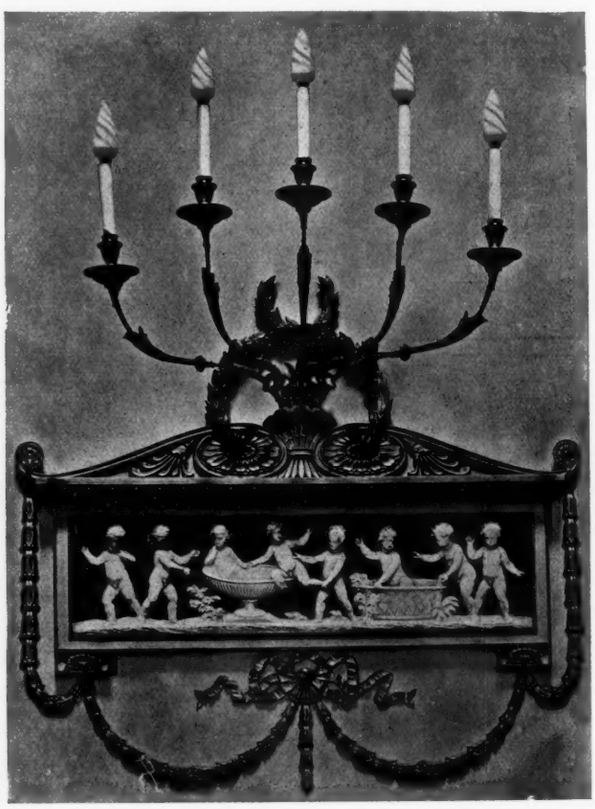
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opened up, and all kinds of antique designs were wired for electric light or fitted for gas, though the latter was more suitable for wall lights and certain particular types of chandeliers. But table standards and every variety of candlestick could be fitted with a flexible wire that ended so conveniently in plugs let into skirtings or floors, and candlesticks in silver, Sheffield plate, brass, and carved wood—gilded, painted or lacquered—began to appear on writing-tables, mantelshelves and dining-tables, not as ornaments alone, but as graceful lights, shaded by silk or painted vellum, and providing an opportunity for the introduction of colour effects by their tinted radiance.

Carved and gilded Italian candlesticks and standards have proved especially attractive with candles and lamps of appropriate size; and when fitted with shades that tone with their soft gold colour they develop character and interest to a degree that no mere ornament could ever have attained.

Venetian lanterns offer chances of pleasant arrangement, and the decorative value of one of these gracefully designed fittings, with metalwork gilded and the glass backed with cream-coloured silk, is considerable in a room or on a staircase. Mounted on damask-covered standards and bases, in pairs or singly, Venetian lanterns are very effective for odd corners, and most distinctive.

Then there are numbers of Georgian wall lights and chandeliers, pleasantly simple in design, and admirably suited for modern rooms and modern lighting. In crystal, brass or



ADAM GIRANDOLE, KEDLESTON.

painted wood, these fittings are in no way marred or made to appear incongruous with such an essentially modern addition as the electric candle. Modern lighting also has led to a considerable amount of reproduction of old models, some of these reproductions being adapted for gas.

A very charming form of lighting is a bowl, suspended by cords or chains from a hook in the ceiling, and made either in alabaster or opaque glass, so that the lights which lie inside shine through the clouded transparency with a soft effect, or in metal or carved and gilded or painted wood, so that the light is thrown upwards on to the ceiling and reflected therefrom into the room—these two methods of lighting being known respectively as semi-indirect and indirect.

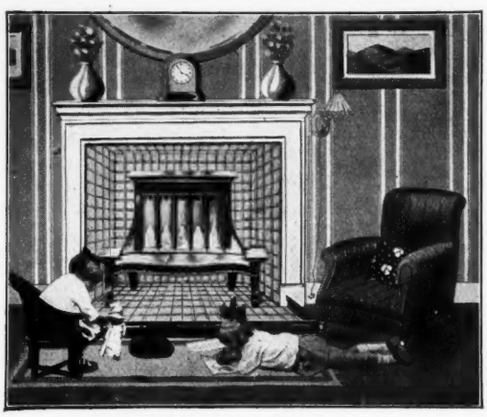
Floor lamps offer possibilities for attractive lighting, but it is essential that they should be firm and not easily pushed over. A simple wood column with a circular base weighted with lead, and painted or lacquered in black and gold, is very decorative, and shades can be designed to give every variety of tone to a room; it is merely a question of material, colour, and combination of colour.

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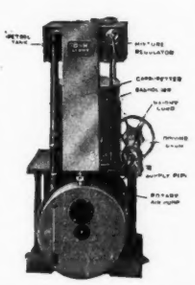
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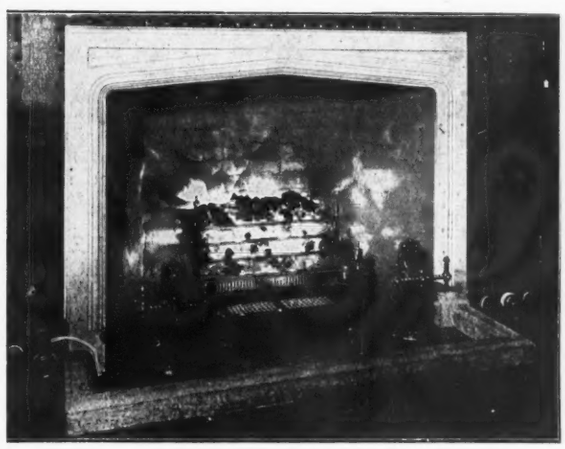
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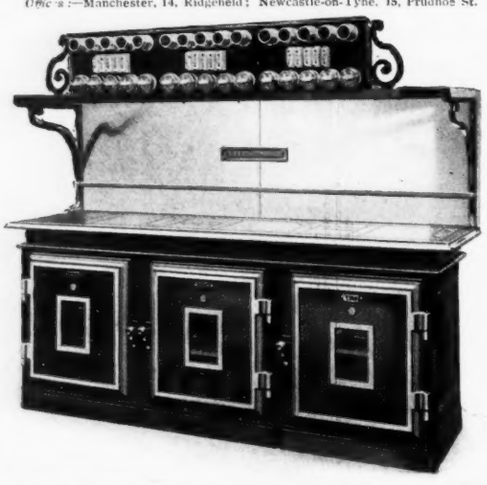
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SOME RECENT NOVELS

The House by the River, by A. P. Herbert. (Methuen, 8s. 6d.)
THIS is a clever book, well written and with a wealth of description which, while excellent in itself, is over-indulged in. Although it is a murder story, there is no "detective" strain running through it, for we know all about the deed and why and how it happened before we have read thirty pages. The theme is its effect upon the man who committed it and upon the man in whom he confides. There is good character drawing, especially in the central figures: the highly strung, yet abysmally mean Stephen and the worthy John Egerton, who struggles in a tangle of half-hearted lies with the elemental baseness of the man he has drifted into protecting. The trouble with this book is the impossibility of being interested in anybody in it, for no one seems to have the faintest attraction, and if the lot were hanged in a row it would not matter to the reader. But it is enlivened at one point by the description of a dance at the Buxton Galleries, which stands out as a "glad eye" might at a vestry meeting.

The Widow's Cruse, by Hamilton Fyfe. (Parsons, 7s. 6d.)
WITH a delightfully bright and humorous touch Mr. Hamilton Fyfe describes the struggle between two women each of whom claims to have inspired the writings of Everard Poore. Everard Poore died on an Arctic expedition (we wonder whether he really did die, or only managed to disappear in order to escape from the uncongenial companionship of his wife), and the stories which made his name famous were published after his death. His "soul companion" and his wife are the combatants for the post of "inspirator." First one and then the other appears to have the better of the contest, and the readers are kept in a splendid state of suspense and excitement.

A Man of the Ages, by Irving Bacheller. (Constable, 9s.)
MR. BACHELLER leaves us with rather a curious impression of Abraham Lincoln. We are made to look at him at a different angle from that to which we are accustomed. We see him as a callow youth at the age of eighteen, and as the book expands with the years we catch glimpses of the manner in which his development took place. But he is never the hero of the tale—rather is he the background giving to it a noble horizon, as a mountain which rears its lofty head in the far distance, often obscured by hazy mists, but at other times with its peak shining in the rays of the sun making it for the moment appear nearer than it really is. In the foreground, well in focus, is the spirit of America—America in its restless, reckless, enterprising transition state, its sturdy pioneers trekking towards the setting sun to find "the land of plenty" and to found a great Empire in the West. The book is decidedly interesting and well written.

The Marriage of Elizabeth, by Ethel Holdsworth. (Jenkins, 7s.)
MRS. ETHEL HOLDSWORTH has created a fine and original character in Elizabeth Peel. Womanliness and strength, sentiment and humour, patience and passion go to the making of this daughter of the people, big alike in mind and body, sensitive to all the winds of hope and fear and pain before which women veer and at the same time ruling her woman's nature with what we are sometimes led to believe is a manly sense of honour and fair play. How Elizabeth married a man who did not love her and hid her affection until she had won his is told clearly and pleasantly, with no striving after effect. The book is one of the simple annals of the poor, but that is the least important point about it, in spite of the stress laid by the publishers upon the fact that its author was once herself employed in a mill. Candidly, if we had not been assured of this we should have been inclined to point out as almost the only fault in it an occasional false note, such as the fact that John and Elizabeth seem to regard their attic as a room no one could sleep in, which is scarcely the way in which cottagers usually regard such accommodation.

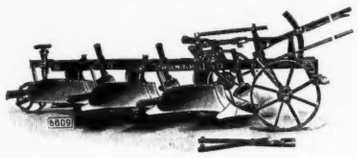
Beck of Beckford, by M. E. Francis. (George Allen and Unwin, 7s. 6d.)
IT is the atmosphere of Miss M. E. Francis' books which has endeared them to every reader. There is something kindly, calm, essentially English, and English of the countryside, about them, an optimism that is unconscious, a faith that has never felt its foundations so much as tremble. Among modern novels thay have almost an effect of being old-fashioned, but it is with a wholesome and delightful old-fashionedness such as a loaf of delicious farmhouse bread might show set among dishes of confectioners' kickshaws. In *Beck of Beckford*, though country life, the sowing of seed, the reaping of grain, the work of the dairy have their place, rather more than is usual in Miss Francis' books is seen of county society. Young Sir Roger Beck, the farmer of Beckford, the last fragment of a fine estate, has wealthy cousins, at one of whose house-parties he meets the American girl whose influence nearly wrecks his life. Roger is essentially a man of the North, unbending, simple, set in a mould of inherited habits and traditions which are part of his very nature, but Rita, won by his physical charm and his old name, has no conception of this. The struggle in Roger's heart between his love for Rita and the theories of conduct which are the mainspring of his character is the theme of the book. Roger's cousin Betty, who loves him and understands him, who "plays the game" however much it may be against her own interests and is his faithful friend and ally throughout the story, is one of the most winning of the many portraits of the English girl at her best which Miss Francis has drawn for us.

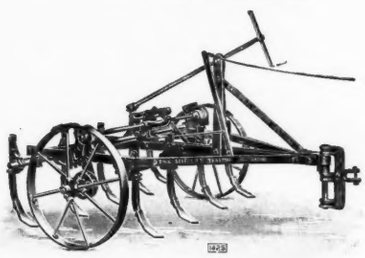
The Sworn Brothers, by Gunnar Gunnarson. (Gyldendal, 7s.)
WITH skill and understanding the author has breathed life-giving oxygen into the heroes of far bygone days, and has made the virile men of the Viking days live again and love again in their pagan Iceland. And we actually find ourselves living with them, their joys become our joys, their triumphs thrill us with excitement, and their sufferings and struggles awake in us a sympathetic understanding. The story is of two boy cousins, Ingolf and Leif, who enter into legal brotherhood with solemn ceremony at the sacrificial feast at Gaulum, and henceforth they must stand by one another whatever befall. In every respect do they differ, and their close connection makes a constant demand upon what is best in each of them. And so we get a revelation of character as interesting as is to be found in any modern problem novel—a fine achievement on Mr. Gunnarson's part. The style is admirably suited to the matter.

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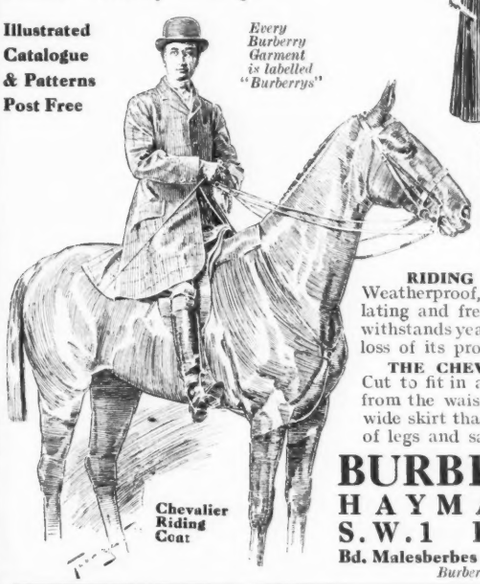
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Weatherproof, yet self-ventilating and free from rubber, it withstands years of wear without loss of its protective powers.

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Cut to fit in a shapely manner, from the waist it diverges into a wide skirt that shoots wet clear of legs and saddle.

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FOX'S give maximum ease in movement and smartness of appearance.

Made to fasten at knee or ankle.

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Heavy Weight Regulation, 9/- per pair. Light Weight Extra Fine, 11/- per pair.
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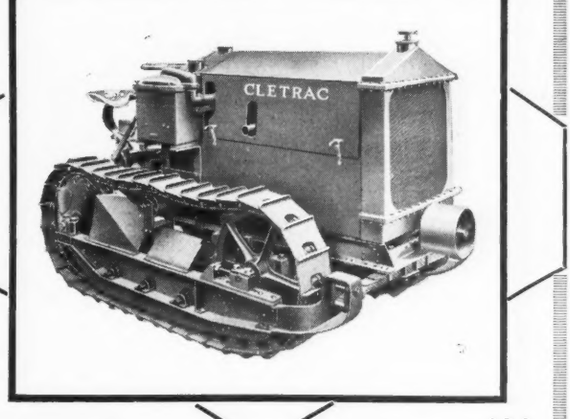
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C. D. C.

FASHIONS IN FUR

REVIVAL OF THE PELERINE—THE PELTRY TOUCH ON EVENING GOWNS

AN altogether unprecedented condition prevails in the fur markets. Russia, hitherto the most prolific source for skins, is practically closed; although it is said there are masses of stores lying idle. The upheaval there has not apparently prevented the trappers from pursuing their avocation. But with Russia closed, North America has come forward, and is especially busy exporting ermine of a peculiarly satisfactory colour and quality. Another thing that has happened is the big impetus given to the dyeing and treatment of cheaper peltry, such as squirrel and a peculiar breed of rabbit, both of which are amenable to the dark rich brown tones so much in favour.

Then, also, there is a remarkable substitute for chinchilla. This does not wear well, though against that must be placed the cost. Perhaps the most striking lead of the season is Persian lamb, black for coats and grey for trimming purposes. Kolinski, is another prime favourite, also baum-marten, while skunk, for stoles, tippets and muffs, and in single strand width for decorative purposes, can do no wrong. Sable, which at its best and most covetable, of course, hails from Russia, can almost be written off the list. Only a very little is obtainable, and that at a price representing a small fortune. There is Canadian sable, but the colour of that is too yellow, and no amount of ingenious dyeing ever produces the depth and richness of colour characterising the natural Russian skins.

As I have before found occasion to point out in these pages, the all-fur wrap, at one time considered indispensable to any properly equipped wardrobe, is to find a serious rival this season in the material coat trimmed with fur. Approximately for one all-fur creation, there will be at least 70 per cent. of the other. Every representative atelier is obsessed by the attraction of the smart wrap coat, modistes, alike with tailors and general emporiums, regarding the creation of these as well within their province. Velours, duvetyns, camel hair, plain face cloth, velvet, satin, to mention merely a few of the fabrics being daily culled to the cause of sensational wraps.

From the wide selection offered, the prominent colour is a warm tan shade, an obliging *nuance*, that works up well with skunk, beaver, kolinski and black fox. While for black satin and cord velvet, there are grey Persian lamb, chinchilla—real and counterfeit—kolinski, sable-dyed squirrel, and others. Our original offering on this page is a black satin model, ornamented as shown with grey Persian lamb. This is typical of the style being worn, and one that could be copied in any wool material.

Easily first in favour for the approved clinging fur *manteau* is moleskin, the little skins worked in wondrous and divers ways to effect intricate patterns. Full and rather draped about the top these models taper off to almost a pegtop line at the hem; or rather that is the effect suggested by the manner in which they are worn. A familiar appearance already is a long pair of silk stockinged legs, long vamp elastic side shoes, surmounted by one of these deftly adjusted fur wraps. For more matronly figures there are shorter, fuller capes of mink; a revival that has every promise of going well. Mink, like moleskin, is elaborately worked in criss-cross stripes and dovetailed effects, a treatment that must necessarily exact a wealth of expert workmanship. But to the latter day furrier everything is possible, the dressing and manipulating of skins lending these the suppleness of a woven material.

In little furs there is an almost bewildering variety of novelties and styles, a catholicity, obviously designed to meet the requirements of many differing skins. Thus, for example, skunk is shown off to the best advantage in three or four width strands for a long stole; or in five or six for a cape, accompanied by a moderate sized muff of the flat bolster order. While fox, bear, wolf are arranged intact, and worn either cuddled cosily about the throat or slung low down at the back, precariously held on by the linking of two small paws. Dreadfully inelegant and cumbersome, and seldom accorded a second thought by the really well dressed woman, are the deep, hearthrug things of leopard and the like animals.

Prominent among the sensational novelties, however, is the pelerine, a mode



IN BLACK SATIN TRIMMED IN GREY PERSIAN LAMB.
An example of the fur trimmed wrap coat which this season threatens to oust the all-conquering fur coat from popularity.

'ROWE' SERGES

"The Bloom of the Grape
The Strength of the Vine"

The Beauty of Rowe Serge is permanent: dyed and finished by special processes, matured and conditioned by old-fashioned leisurely methods, its rich mellowness is not just a surface finish. The wearing qualities of Rowe Serge are due to careful selection of the longest and purest staples, to unhurried skilled manufacture, and to the patient elimination of faults.



The finished garment, whether it be a Youth's School or Business Suit, a pair of Footer Shorts, a Girl's Coat and Skirt, or a Gym. frock, is tailored by methods far removed from "mass production" principles. It is the product of individual skilled craftsmen.

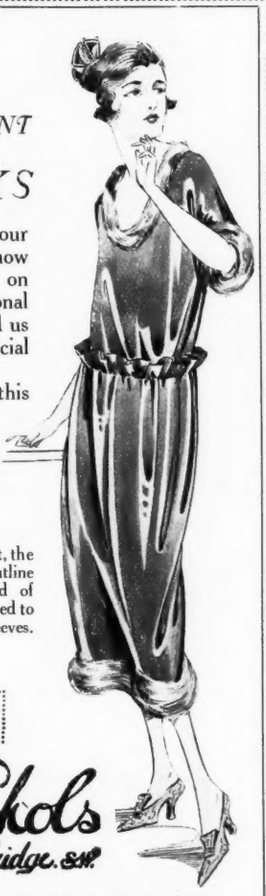
Every size and style of garment for Boys and Girls' wear can be supplied from Rowe. Navy Serge at very moderate prices.

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Wm. Rowe & Co. Limited
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A NEW DEPARTMENT
FOR
TEA FROCKS

We have completely reorganised our Gown Department, which is now transferred to new showrooms on the second floor, where the additional space at our disposal has enabled us to add to this department a special section for Tea Frocks.
Most of the Garments shown in this section are adapted from the newest Paris models, and are designed and made in our own workrooms from rich quality materials.



SIMPLE TEA FROCK in Chiffon Velvet, the long waisted bodice having a frill to outline hip and the skirt finished with a band of Smoke Foxeline Fur, which is also repeated to finish the round neck and short sleeves.

10½ gns.

Illustrated Departmental Booklets will be sent post free on request.

Harvey Nichols of Knightsbridge. S.W.

HARVEY NICHOLS & CO. LTD., Knightsbridge, London, S.W.1.

A Broken Engagement?

VISITORS to my native town of Lynton—often called the Switzerland of England—will be familiar with the place of business which I established thirty years ago. How varied have been my interests there! Archbishops, bishops, judges (including Lord Chancellors), millionaires, foreign princes, princesses, famous artists, scientists, novelists, surgeons, physicians, etc., have patronised me in some way or another. Here could be obtained the services of the chiropodist; a hairdresser was in attendance to cut their hair, shave, shampoo, singe, friction, or to change the grey hair into black or delicate shades of auburn. Nor were "the pomps and vanities" considered necessary by many ladies overlooked. Packets of hairpins have been sold for 2d., while diamond rings have been purchased for £200, pianos for £25, turtles for £10, sewing-machines, wringers and mangles, etc.—in fact, it was a veritable Whiteley's, of Westbourne Grove, on a small scale.

Now about the engagement. Was it broken or not? This is the story. I was on a visit from London, and was asked to mind the shop while my sister had a walk round the cliffs. No sooner had she gone when a young gentleman rushed in breathless *en route* to station for the Lynton and Barnstaple express. "Let me have the most expensive and largest tin of tobacco you have, I want to give it to my *fiancé's* father." My regular readers know that I am not a smoker, so I was unable to advise him, and to make matters worse, I was ignorant of the prices of the large tins. "Supply me with something quickly, please. Here's 5s." Scanning the different brands, to our mutual relief, he spotted in the window the very kind he had seen smoked by his father-in-law to be. He snatched it up and darted off. Judge of my dismay, on my sister's return, to find I had sold a dummy tin used for show purposes filled with sawdust. I have never heard the sequel. I know there is a funny side to it all; but I have never been able to appreciate the humour—the possibilities of the consequences were too serious. I often wonder if the accident led to a broken engagement, and whether the unknown purchaser thinks that he was wilfully defrauded. How about my good name which I have so jealously guarded all these years? I would willingly have given £100 to rectify the error, and even now entertain the hope that the publicity given by these advertisements may lead my erstwhile customer to reveal his identity, and enable me to right the wrong. At any rate, I hope the parties concerned had a sense of humour, and that no misunderstanding arose to prevent the young people being married and living happily ever after.

As to the danger to my good name, I take comfort from a letter I received in June last from a great London newspaper owner. He wrote: "Those who know you best trust you most," and as Hamlet said: "Be thou as chaste as ice, as pure as snow, thou shalt not escape calumny." Yes, yes, the same immortal poet, through Juliet, asks: "What's in a name? That we call a rose by any other name would smell as sweet"; but methinks there are exceptions. The Registration of Names Act compels everybody—moneylenders, silversmiths, etc.—to have their real names printed on their notepaper. This prevents the members of the Chosen Race, and others who are not satisfied with the commercial value of the names of their forbears, from hiding their identity under Scotch or other names for trading purposes. The name of Hurcomb has always been above suspicion and has not been contaminated with unsavoury transactions. *Truth* says: "Complaints about advertisers, honest and dishonest, find their way to *Truth* office by hundreds." I can honestly say for fifteen years they have had only two about me—and they were mountains out of molehills. Simply little misunderstandings which the editor should have never been troubled with. I can truly say 999 out of 1,000 actually write similar letters to that which follows from the Public Trustee: "I am directed by the Public Trustee to acknowledge the receipt of your letter of the 18th inst., enclosing cheque for £257 10s. in payment for the two three-stone diamond rings and the pair of single-stone diamond earrings, for which I am to thank you. The Public Trustee much appreciates the trouble you took over this matter, and thinks the result a very satisfactory one." To give you a bit of ancient history, Sir Edwin Arnold, author of the "Light of Asia," etc., wrote twenty-one years ago:—31, Bolton Gardens, S.W., October 13th, 1899.—"Sir Edwin Arnold has read the little booklet sent by Mr. Hurcomb, not with indifference, but with interest. It seems there are honest jewellers after all!"

Within one week, during the holiday period, I disposed of in a three days' sale, by order of the Public Trustee, Bankers, Noblemen, a Peeress, and other private sources, nearly 1,000 lots at abnormal prices. One of the lots from the Public Trustee was a diamond necklace placed in my hands by that official at the request of the lady interested. This necklace cost £500 at a well-known firm. At my sale on September 6th it was sold to a dealer at the sensational price of £1,375. Should this same article find its way to the West End again for re-sale, probably £2,500 will be asked and obtained for it.

These are facts, and beneficiaries, legatees, and others should tell their lawyers or the Public Trustee to consult the world-famed auctioneer, at whose auction sales the knock-out and so-called disastrous ring exists only in name, and where £100 rings are sold for 12s., or £2,000 necklaces for £800. I could name auction rooms where such events have actually occurred, but I will forbear.

The Editor of *Truth* has said that I have a wide and honourable reputation, that nowhere else will you get a better price or more honest advice, and, further, an expert valuer second to none in the land!

The *Financial Times* says: "He has the happy knack of getting the best possible prices."

Observer: "Very satisfied with Hurcomb."

The *Guardian* has said: "The secret of Mr. Hurcomb's success lies unquestionably in his expert knowledge, his willingness to pay full value, his integrity, and his courteous business methods."

Other papers are equally unanimous and in accord.

A letter comes from Cornwall with the words: "Dear Mr. Hurcomb,—I think the sale of my silver is quite splendid, and I am delighted."

A letter from the Midlands concludes: "Your price is a better one than anything I was offered in Birmingham, and I am much obliged to you."

I value, buy, and sell at auction jewels, ancient plate, old Sheffield, modern silver, etc. Rare stamps and stamp collections purchased. Special experts for porcelain, engravings, pictures, works of art. Auction and Estate Agents. Valuations for all purposes, inventories made for probate, fire and other insurances, household effects, etc.—castle or cottage.

N.B.—On no account address your parcels otherwise than :—

W. E. HURCOMB, Calder House (corner of Dover Street,) Piccadilly, W.
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as reasonable in kind as it is graceful in appearance. One of its several varieties forms the subject of our second illustration, and is effected in moleskin, with quaint single rever collar of pure ermine, the skins worked in clear regular lines. Accompanying this is a muff shaped like the old time sand egg-boiler, the centre indicated by a narrow band of ermine, the latter again revealing its presence in the lining. This, like the majority of the muffs of the season, is of moderate size, and consequently comfortable and manageable, which certainly was not the case with the mammoth affairs recently in vogue.

To the using of cheap fur plagiarisms the Parisian is frankly favourable. The touch of fur she will have in one form or another, consequently from such intimate garments as the smart *robe de nuit* to wedding gown, *via* the simple chemise frock, tailored suit, afternoon gown and dancing dress, it is to be found asserting its presence.

Tulle frocks are to be seen fringed with monkey fur, a weird fancy, that, despite much protest, has to be accounted among the successes. Infinitely more tasteful, however, is an evening *décolletage* banded over one shoulder only with a strip of dark brown fur. A case in point being an elegant Tanagra draped *toilette* of flame colour and silver brocade, with floating draperies of flame tulle, some soft grey fur, similarly disposed, forms an arresting note on an old gold chiffon velvet, relieved by discreet touches of orange. Bits of fur have likewise crept into embroidery schemes, a mere *soupçon*, of course, but all sufficient to catch the eye, as an agreeable novelty.

Needless to say the millinery world is equally in the thralls of this peltry craze. And there is, perhaps, no more becoming piece of headgear, than the high kepi-shaped toque of fur and velvet, worn well pressed down over the eyes. L. M. M.



THE GRACEFUL PELERINE IS ONCE MORE IN FAVOUR.

Cutuna UNDERWEAR

CUTUNA is the warmest and most comfortable of Underwear. It cannot cause irritation because all the wool in it is softest, purest, long-staple yarn. There are no short ends. CUTUNA also fits accurately, because every garment is woven into shape—not sewn like a sack. CUTUNA will therefore fit you perfectly, whatever your figure. No stretching, and no wrinkles at wrist or ankle (where chill first strikes). There are three lengths of sleeve and leg in YOUR SIZE.

Horne BROTHERS

WHERE TO OBTAIN CUTUNA

CUTUNA is sold at all Horne Brothers' London Men's Wear Shops. We guarantee every garment to be unshrinkable. If it shrinks or in any other way fails to give complete satisfaction we guarantee to refund your purchase-money in full. Confidence in our product could go no further.

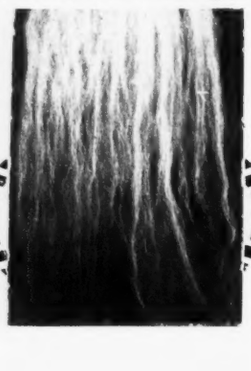
A POPULAR CUTUNA GRADE.

No. 294. All pure long-staple wool, shaped to figure, and soft as silk. It is a heavy winter-weight, at the moderate price of 21s. per garment. Other CUTUNA prices are 10/6, 12/6 and the "de luxe" at 38/6 per garment.

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The photo shows the 8-in. long-staple wool from which CUTUNA, smoothest of Underwear, is woven. Write for the CUTUNA Booklet, which describes fully the seven grades of CUTUNA.



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THE FASHION FOR LACE TEAFROCKS

Lace Teagowns, similar in character to this illustration, are now being shown by all the most exclusive Paris Couturiers. All these Teafrocks are made on the premises by our own highly skilled workers, and are equal in every respect to the best type of gown made specially to order.

DAINTY TEAFROCK (as sketch) for young ladies, a copy of an exclusive French model in cream lace in a filet design, lined satin in ivory or pale gold, and finished with fine silver and copper tinsel insertion, new hood shaped back, and wide sleeves.

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Wigmore Street, (Cavendish Square) London, W.1



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MATINÉE
OVER-BLOUSE



Over-Blouse (as sketch), copied by our own workers from an exclusive Paris model, in rich quality satin charmant and cut on becoming graceful lines, fastening with one button, and can be worn for all manner of occasions. In royal, champagne, parma, grey, navy, ivory, vieux rose, flame and lemon.

SPECIAL PRICE
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FINE QUALITY SHOES.



Smart Walking Shoe (as sketch). Cuban heel, best quality workmanship and finish. In black, grey, nigger and white doeskin. Price **79/6** per pair.

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ATTRACTIVE AND INEXPENSIVE TEA FROCKS

THESE attractive Tea Frocks have been designed and made in our own workrooms, and although so moderately priced follow the latest trend of fashion. The materials used are invariably of our well known high standard of quality.

"JOSE."
Useful and smart Tea Frock in rich Charmeuse, loose long bodice with tunic skirt over a petticoat of same silk, which is mounted on elastic and fits any figure. In a great variety of colours and black.

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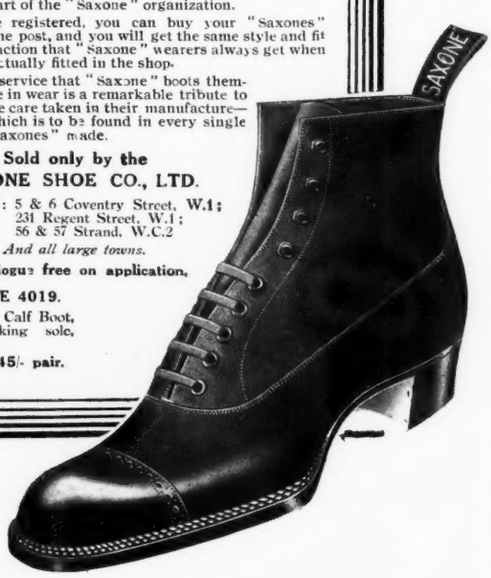
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EVERYONE who intends taking up poultry rearing should write for the new catalogue issued by Messrs. Boulton and Paul of Norwich, who specialise in accessories and appliances of every kind. Many types of fowlhouses are illustrated, both movable and stationary, most of them sent in sections packed flat, carriage being paid on all orders over 60s. in value, except where otherwise stated. Poultry-keepers on a large scale will particularly appreciate the Portable Boiler for providing food for poultry. It is ready for immediate use in any position, either in the house or in the open air. The "Ludgate" Boiler is a cheaper version of the same appliance adapted for small poultry-keepers. Boulton and Paul have several very good appliances designed to secure the clean and dry food which is so essential; also poultry and pigeon fountains arranged to keep water entirely free from contamination. Small poultry-keepers may not be likely to find sufficient use for green bone and vegetable cutters, but where many head of poultry are kept they will soon pay their way. The Grinding and Kibbling Mill and the Patent Safety Poultry Grit Crusher, adapted for crushing old crockery, glass, shell and other refuse are also very useful machines.

NEW BUSINESS METHODS.

In the majority of cases in the old days heads of businesses gave their orders to their subordinates and intelligent co-operation between all members of the staff was left to chance. New methods are rapidly gaining ground to-day. An instance of this is afforded by the Convention of Representatives recently held by Messrs. Robert Ingham Clark and Co., Limited, of West Ham Abbey, London, E.15. The Chairman of the Company, Mr. F. W. F. Clark, had but recently returned from a tour of the world, undertaken to gain first-hand knowledge of the conditions obtaining in the various branches and agencies of the Company, and gave an account of his investigations. The firm is well known as the manufacturers of Britannia Brand Varnishes and Enamels. A paragraph has recently appeared in the Press suggesting that Messrs. Robert Ingham Clark and Co.'s factory was damaged by the fire at the Paint and Enamel Factory of Messrs. R. Gay and Co., which adjoins it. But that firm is still able to carry on business as usual, and the varnish works of Messrs. Robert Ingham Clark escaped all injury.

A SALE OF "BURBERRY'S."

Messrs. Burberrys of Haymarket, S.W.1, so well known for weatherproof garments, have been in recent years widening the scope of their business as may eloquently be proved by a list of the articles included in their sale, which takes place from October 11th to October 23rd. A large portion of Messrs. Burberrys' Outfitting Department's manufactured stock and piece goods are to be offered at about half present value. Every kind of garment for women — blouses, jumpers, dressing-gowns sports coats, stockings—and for men—pyjamas, shorts, sweaters, cardigans, aviation stockings—are offered; and besides these a large assortment of choice silks, crêpes, foulards, flannels and other fabrics. A complete list of the various lots to be sold will be sent post free on application.

AT THE HOTEL CECIL AGAIN.

It will be good news to many people that the Hotel Cecil, after its long war service as the Headquarters of the Royal Air Force, is about to re-open with all its old distinction. From October 4th the banqueting department, which offers the largest accommodation of its kind in Europe, will be in full swing. The old *chefs* have been re-engaged and the entire premises re-decorated and furnished anew. The hotel will not, however, be ready for the reception of visitors until a somewhat later date.

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Now is the moment when we can no longer postpone looking over the lighting arrangements of the home and when already defects are beginning to be painfully evident. Expert advice on all points, either with regard to illuminating power or colour schemes, may be obtained from Mr. P. C. Maidment of 164, Sloane Street, S.W. Mr. Maidment may be consulted either at Sloane Street—his number is at the Knightsbridge end—or by post. His great experience as a lighting engineer is at the service of prospective clients.

FOR FURNISHING FABRICS.

Now that furnishing fabrics have been brought to a general level of excellence it is more than ever important that their choice should be made with discrimination. For designs which ought to make itself a high reputation. The proprietors claim for it that the straw is of medium length but exceptionally strong and thick and capable of withstanding the roughest storms. Webb's new "Standard Red" wheat has scored this year on Clashmahen Farm at Stranraer, the record yield of 90 bushels (22½ sacks) of grain to the acre.

A NEW WHEAT.

Messrs. Webb and Sons (Stourbridge), Limited, Wordsley, Stourbridge, have just issued their autumn Seed Corn Catalogue for 1920. It will be of interest to every farmer of arable land. Particular attention must be called to the new wheat "Harvester," a distinct variety which ought to make itself a high reputation. The proprietors claim for it that the straw is of medium length but exceptionally strong and thick and capable of withstanding the roughest storms. Webb's new "Standard Red" wheat has scored this year on Clashmahen Farm at Stranraer, the record yield of 90 bushels (22½ sacks) of grain to the acre.

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Queen Anne furniture has a charm of its own which makes it first favourite with many people. Messrs. Edwards and Sons, Limited, 159 and 161, Regent Street, have on view at their galleries a collection of walnut furniture of the latter half of the seventeenth century, probably the finest in the country.

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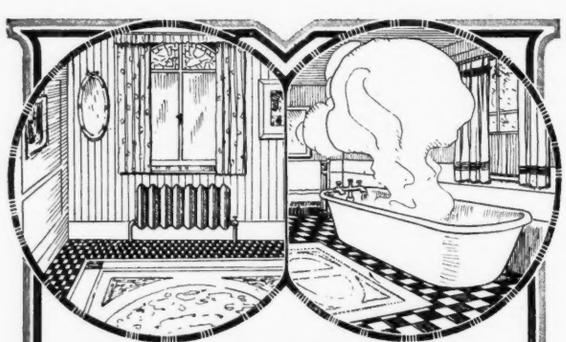
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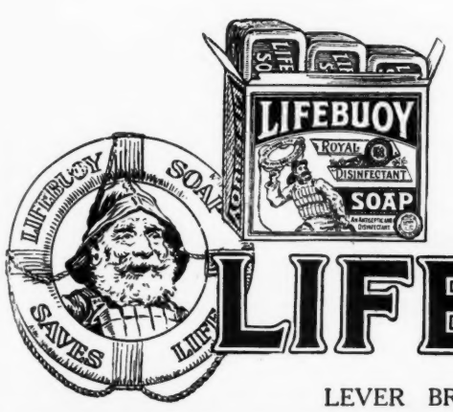
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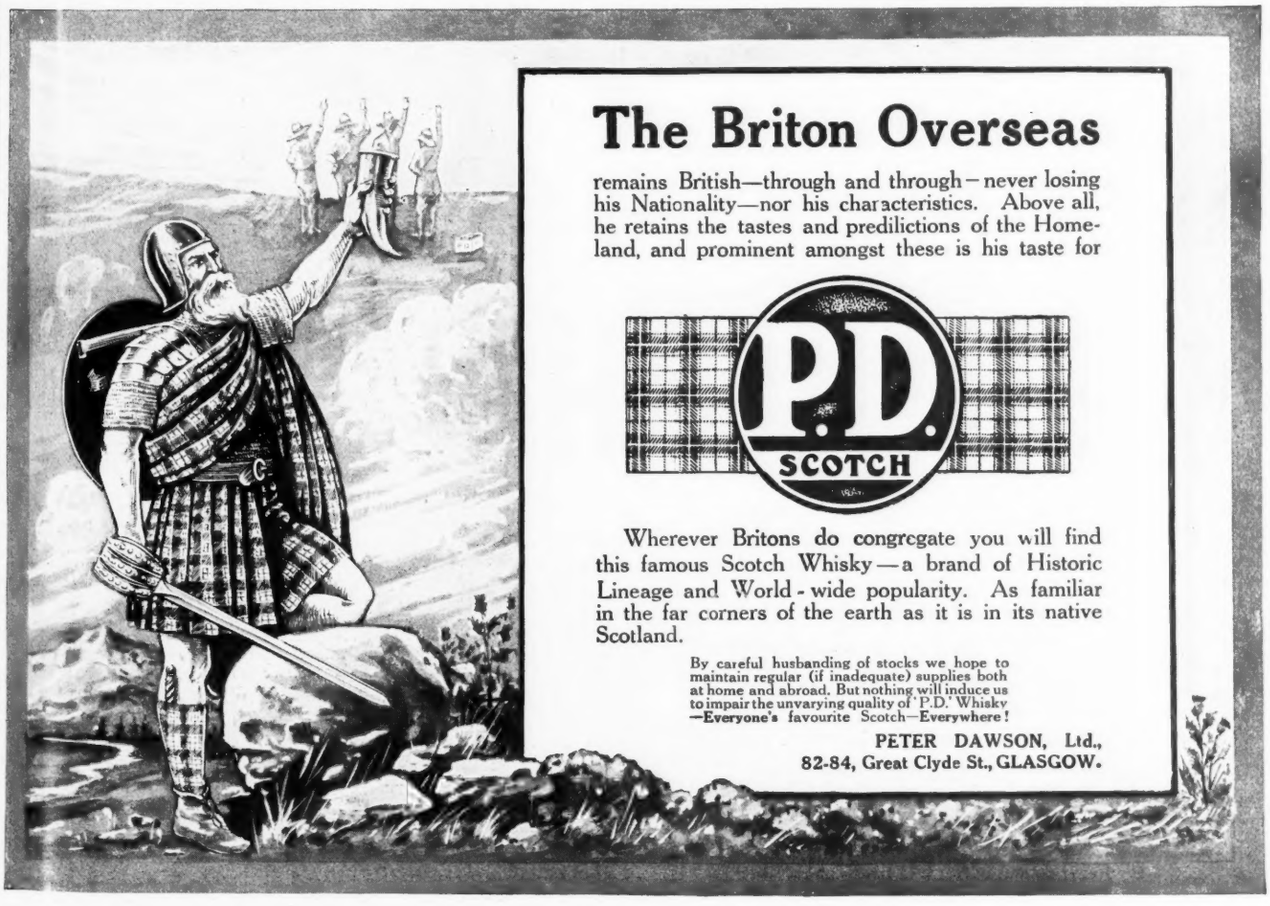
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FROM THE EDITOR'S BOOKSHELF

The Secret Corps, by Captain Ferdinand Tuohy. (Murray, 7s. 6d.)

IN *The Secret Corps*, described in a sub-title as "A Tale of Intelligence on all Fronts," the author deals comprehensively with the activities of spies "In the Big Cities," "Behind the Lines," and in the East, describes the many ingenious methods by which "Intelligence" was transmitted, the examining of prisoners and of correspondence, and so comes to what he calls the "Brain War"—the struggle of the opposing Staffs to fathom and checkmate one another's intentions. It is significant of the effect of this extraordinary story of duplicity that one should find oneself at the end wondering how, if this sort of thing is still further to develop, the warfare of the future is to be conducted at all. The point is well put by the author himself: "When an enemy (of the future)," he says, "wishes to attack at one point he will make all his outward and visible preparations in some other sector, whereupon the opposing 'Intelligence' will tumble to the deceit being attempted and say, 'Ha! Ha! he thinks he is taking us in by making all that show up North! Of course he is going to attack us down here where all seems to be so quiet!' To which reasoning the 'other fellow' planning the attack, will in turn tumble and proceed to attack up North, where all the display has been!" Finally, one supposes, the preliminary hesitations and preparations leave but little time for the battle even supposing the generals are not driven out of their wits by their own subtleties! In the late war, one finds, many things were really quite other than they seemed. The ramifications of the spies appear to have been without limit, and the extent to which armies deceived each other almost unbelievable. The book tells of young Englishmen who tramped across Persia disguised as Kurds, of Grecian girls who were imported from Chios and Mytelene for training as agents in Athens, of chambermaids who rummaged in the kitbags of generals, of old Flemish peasants who signalled with windmills, of "giggling *estaminet* girls who sought intelligence over beer from troops billeted in the village," of Belgians dropped from aeroplanes behind the German lines. As an instance of the audacity of spies, and rivalling the exploits of our own Colonel Lawrence, is the story of the German "Major Francks," who, dressed as a British staff captain with red tabs, announced that he had come from G.H.Q. and succeeded in extracting from a battery of Australian field artillery, full details of their approaching barrage! Equally surprising is the revelation of the fact that a profound effect upon the result of vital fighting in May, 1918, was exercised by the finding on a captured German a postcard which, in veiled language betrayed the proposed German attack on the Chemin des Dames, Marshal Pétain being thus enabled to assemble reserves in the threatened area. Again, as an instance of how the opposing armies were misled, the book tells of a general who insisted on selecting wireless as a method of communicating to Sir John French the disposition of his troops. When the Germans, as was to be expected, intercepted the message they decided that it must be a hoax as no sane general would select wireless for sending such a message. They acted accordingly, when the general calmly announced that that was just what he had intended them to do! These and a hundred other stories make *The Secret Corps* a remarkably interesting book. It is moreover well written.

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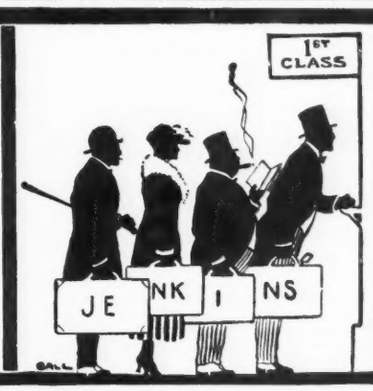
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> 'Tis time, I think, by Wenlock town
> The golden broom should blow—

how delightfully one could linger through every mile of these pleasant places. Even the industrial eyesores that disfigure the neighbourhood of Coalbrookdale and Coalport may easily be forgiven when we reach Bridgnorth. Few English towns, indeed, are lovelier than this. At Bewdley we have a place of much picturesque charm, touched with a special pathos of decay; it was once the most thriving of Severn's river ports. From thence we pass the prosperous but unattractive Stourport, and come to a lonelier stretch of the great river, full of delights for nature-lover and angler, which leads us downward to Worcester with its river-side beauties, its lovely cathedral, its excellent old school. The old Celtic stream seems here to have become thoroughly Anglicised, and characteristically English are the features of Upton, Tewkesbury, Gloucester, as also more familiar. It is at Gloucester, or, rather, at Newnham, that Mr. Bradley closes his most interesting itinerary.

FOR ANIMAL LOVERS.

Goat Keeping for Milk Production, by C. J. Davies. (COUNTRY LIFE Library, 10s. 6d. net.)

THE goat-keeper who masters Mr. Davies' treatise will have very little to learn on the subject. The writer, who is nothing if not thorough, goes through the whole system of goat economy, throwing the light of his experiences on nearly every problem that can arise. He who wants to buy a goat will find the varieties described in the first page, and he is careful when dealing with each type to explain its peculiar merits. If you want a good milking goat you get a Nubian, a Maltese, a Samar, just as you would go to Cashmere or to Thibet if you wanted to produce the wool from which the famous Cashmere shawls are made. The chapter on houses and appliances is especially important just now. The first thing to erect is a food store, which should be spacious and dry. It is to be remembered that one goat will, in the winter, consume several trusses of hay and several hundredweights of roots, so that plenty of room should be allowed for storage. In the goathouse one of the main essentials is a dry flooring which is easily kept clean. Granolithic paving is the best but concrete the cheapest. The floor should be laid with a slope and a small channel to carry away the liquid. Portable houses and lean-tos are needed by those who are not ambitious, and very practical hints are given for their erection. The goat-keeper before starting should think out clearly what utensils are needed. One of these is a tether, as there are comparatively few places in which the milking goat can be allowed to roam in freedom like its wild brother. With the tether there should be shelter, otherwise it will be necessary to bring them in whenever it rains. If a goat gets loose it takes a very good fence indeed to keep it in. Great care will also have to be taken with the stalls and other fittings of the house. The book is a manual about the goat which covers all the essential ground and every goat-keeper will be enabled to make more out of his animals if he will give his mind to the study of the principles of feeding, the best foods, the breeding and rearing, the milk production and general management of the goat, subjects all of which are discussed in this book from the attitude of one who has had a long and varied experience and is himself a very successful goat-keeper.

Wild Creatures of Garden and Hedgerow, by Frances Pitt. (Constable, 12s.)

"EYES have they and they see not" is very true of most people, and they lose an enormous amount of interest and amusement in life by not noticing the things which, so to speak, lie at their very door. Miss Pitt's delightful book makes one long to rush away into the country to spend one's days watching the little inhabitants of the field, the garden, the river bank and the tree. We want to see with our own eyes what Miss Pitt has seen with hers. Shall we be able to tell the difference between the tadpole of a frog, a toad or a newt, and see a slowworm casting his tail or a hedgehog hunting for his supper? Shall we be able to distinguish the squeak of the noctule bat as he flies high above the trees? Can we see the procession of frogs and toads to their pet pool when the spring madness is upon them? Miss Pitt has made friends with the little creatures of our countryside. She has taken an infinite amount of trouble in gaining their confidence, and they have told her many of their secrets. But there are still other secrets to be discovered, and the spirit of adventure is aroused in us. The language of the book is charming, so simple that children will delight in it and learn much of wild life from an enthusiastic if not quite an infallible guide. The scientific names of the creatures mentioned are given at the end of every chapter.

Canary Keeping, by H. Norman. (COUNTRY LIFE, 9d.)

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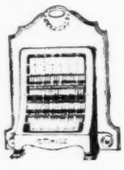
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How is the plain man to select an insurance company, for example? Theoretically, he ought to institute the most careful comparison of funds and valuation returns, so that he may choose the most stable and secure. Practically, he does nothing of the kind. He takes the security of the leading companies for granted, just as he takes for granted the stability of the permanent way of the railway company by which he travels. He assumes that a company which has accumulated funds of many millions and has a reputation of a hundred years behind it will not fail to honour its obligations to him or to his executors in respect of the modest sum for which he is about to insure his life. And the assumption is quite sound.

THE CHOICE OF A POLICY.

The choice of the right type of policy, however, is quite another matter. There he plainly ought to take advice and use the best judgment of which he is capable. Even so, some principles are axiomatic. One is that everyone should insure young, or rather that everyone should begin to insure young. As soon as a young man seriously starts to earn his living, he should consider insurance. He can get it very cheap. He has a good expectation of life. He looks blithely at the tables and sees his own age well at the top, while the lower ranges look incredibly distant. If he can spare a few pounds a year—as he almost always can if he tries—there is no better investment for his money. By the exercise of a little self-denial he begins to secure his future. The present, given the reasonably good fortune on which he has the right to count, need not worry him.

What is the best insurance for a young man to take out? If he has his own way to make in the world, he can scarcely do better than take out a whole life policy. It is the cheapest and he obtains the largest amount for the least outlay. If he takes an ordinary with-profit policy, the time will come, if he survives, when the cash value of his bonuses will more than equal his premiums. He need not fear, therefore, that he will have to go on paying the premiums in his old age at a time when it is difficult for him to find the money. By his early insurance he has secured himself against that. But his main consideration should not be a purely selfish one. The normal young man of twenty-one expects some day to marry. If he has no private fortune, therefore, his first thought should be to secure an adequate cover for his future wife in case of accident to himself. It may seem pressing the councils of prudence rather far to ask the unattached young man of twenty-one to consider not merely a future wife, but also a future widow, but that is certainly the wisest thing he can do. It does not matter much whether he takes out a whole-life policy or a thirty-years payment policy, payable at death—the difference of cost is so small that the latter alternative may well attract him. But the chief thing is for him to get all the cover that he can for his money, and to leave the much more expensive—and more selfish—endowment policies on one side. They are the luxury of insurance.

WITH PROFIT OR WITHOUT?

The only question which arises for the young man is whether the first policy should be with-profit or without. The latter, of course, looks the cheaper, for the rates of premium are substantially lower. But the whole body of instructed opinion is strongly against this form of policy, and the argument is overwhelming. The bonuses declared on the with-profit policy, if used to increase the sum insured, soon make the assurance for the given premium larger under the participating than under the non-participating policy. If the bonuses are used to reduce the premium, the latter sooner become smaller than in the without-profit policy. And, of course, the argument in favour of paying the larger premium for the with-profit policy is immensely reinforced by the fact that the difference between the two premiums is likely to be casually spent and not saved by the policy-holder. Experts have to assume in making their exact comparisons that the policy-holder wastes nothing. But the odd sum of a pound or two, which on paper produces such wonderful results in course of time, is usually in actual life frittered away and produces nothing. This is, perhaps, the strongest reason for taking the with-profit policy. The holder of the non-participating policy scores if he happens to die when the policy is still young, but he has not the satisfaction of knowing it. There is really nothing to be said for the non-participating policy in normal times. In abnormal times, such as those through which we have been passing, participating policies may have had their bonuses reduced or even passed altogether, owing to excessive mortality and severe depreciation in the capital value of securities, while non-profit policies have been paid in full on maturity. But these abnormal times are not likely to recur, and they do not affect the validity of the general argument. F.

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WITH the arrival of October we expect to see town filling up. But not the very wildest flight of fancy on the part of those with whom a multitude spells good business could have conjured up the influx that has set in. Where a large proportion of the people come from and where they go to after they leave the congested shopping centres it would be really interesting to know, and everyone appears now to be wearing new clothes, good, bad and indifferent.

A particularly favourable impression has been made by the latest aspects of the coat-frock and the simple straight chemise style, these preferably displaying a high-collared throat and long sleeves. The latter are in the highest degree commendable for this particular class of gown, though a general survey of *la mode* is sufficiently convincing, that by no manner of means has the last word been said on either short sleeves or the *décolleté* throat, the last usually effected in that becoming and not too *décolleté* line stretching from shoulder to shoulder. Lunching at the Ritz the other day was a charming brunette with vivid, sparkling face, wearing a black chiffon velvet frock, the long waisted slightly wrinkled corsage having one of these chemise necks and tiny *pouf* sleeves. A black panne hat on coal-heaver lines with the brim shot up in front rather at an angle was worn bristling with feathery osprey, while round the neck in lieu of the conventional pearls there was slung a waist-length necklace of carved ivory beads, mellowed to just the right tint by age. It was a warm day, nevertheless, on leaving, this extremely *vraie élégante* slipped on the most attractive loose little coatee of clipped white ermine, the fronts of which barely reached the waist, the edges fringed everywhere with little black tails. A more alluring harmony of black and white I have seldom seen.

For navy suiting serge there would appear to be a bigger *furore* than ever. Supremely simple as the majority of these models are, they are not cheap. Since it is essential to their success that only the finest and best qualities of serge be used. Also, one pays, and rightly so, for the time and trouble spent, together with the brains responsible for achieving good *ligne* and arresting silhouette under the simplest auspices.

A novel alliance much affected with navy is brown, ranging from a delicate *café au lait* to a reddish beech leaf tint. Sometimes this contrast merely occurs in narrow hems to the high collar, is continued down the front of the bodice—wherever that may chance to open—and on the sleeves; to be repeated in hat and stockings. In the paler shades, gloves are also toned to the scheme. Particularly effective to my eye was a leather shade of brown, the keynote of which was provided in a quaint garniture, carried across the front of the waist, of tooled and painted leather with dangling ends. A high collar of the serge was shaped to high points behind the ears and stitched with narrow alternate bands of leather-coloured and black satin.

Meanwhile considerable thought and attention are being given to the practical wrap, useful for travelling, going down to play golf, motoring and the hundred and one contingencies that occur in the lives of the socially well placed; and for such as these all eyes turn to the safe conduct of the sports doings at Aquascutum, 100, Regent Street. It would be necessary to travel far and wide to better the jolly "Eiderscutum" model illustrated, a coat that embodies the essentials of warmth and lightness to a remarkable degree. In the average weight "Eiderscutum" such a coat weighs only 3lb., while there is a range of colourings including several heather and Lovat mixtures, together with the always smart Crottle, to meet the most exigeant tastes.

Taking time by the forelock, as is their way, these people are already specialising in costumes suitable to winter sport in Switzerland. A ski-ing costume of most attractive character is built of Badminton cloth in a useful neutral non-commital colour, the short skirts having expanding pleats at the sides and being supplemented by breeches, while the hip-length belted coat buttons over like a flying man's tunic. Crowned by a soft, stitched pull-on hat to match, and worn with one of the jolly soft wool scarves, this surely represents ideal attire for ski-ing, tobogganing and bob-sleighing. Interior garments comprise wool vest or combination and a silk blouse, the latter a concession to the pleasant lunch hour, when heated, exhilarated and tired, one frequently basks under a burning sun. So many people are talking confidently of winter sport this year, it occurs to me that in the near future, a chat about a complete outfit, which includes many things in addition to the actual sports attire, may be helpful to those who are negotiating a Swiss holiday for the first time.

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Precious little lives are thus *safe* in Pesco; while its hard wearing garments, reinforced at seats, elbows and knees, offer a stout resistance to the strain imposed by children in the full enjoyment of health.

Ask for Pesco from your Draper or Hosier. In case of difficulty write the makers for names of nearest Agents.

PETER SCOTT & Co., Ltd.
(Dept. P4) HAWICK, SCOTLAND.

Pesco

"Pesco Playtime." *A charmingly illustrated book of bedtime plays for the children is now ready. Send for a free copy to-day.*

XIa

"FURLOGY"

The Art and Science of Furriery

By a Furlogist.

"FURLOGY." No, please don't look for this word in the dictionary; it is not yet there as it is quite a new name for a new science, the science of furs and fur-bearing animals, used in the fur trade.

The practical side of the fur trade has long been referred to as an art, the art of furriery, but the knowledge of the various skins and their peculiarities is much more than an art, it is a science, and we make so bold as to call the science "Furlogy."

The writer has made this trade a study. He learned the science both in theory and practice; every book on natural history referring to Fur-Bearing Animals has been studied by him; days have been spent by him in the Museums for natural history, where by the kind permission of the directors he had the privilege of visiting those rooms not open to the general public.

The Zoological Gardens was another place where much was learned. With the result that he claims to be the best informed man on the subject of furs of any one actually engaged in business to-day.

Now, when buying furs you are usually served by a salesman or saleslady who only know about the furs they are selling as much as it pleases the fur buyer to tell them, and no more, but when you come to Zerdin's for your furs, you have at your disposal the services of a scientist, a man who knows the science of furs from A to Z, and who has in addition the eye and taste of a highly skilled artist, and who has earned the distinguished reputation of being the most honest and straight forward business man in the trade.

By purchasing your furs here you are assured of getting the best value for your money, and best service and advice it is possible to get anywhere, as is evidenced by the few press opinions we give here.

THE BYSTANDER says: "We have so much evidence of the honourable dealings of this firm, that we have unusual pleasure in advising our readers to communicate with Messrs. Zerdin without delay."—*The Bystander*, Jan. 14th, 1920.

THE QUEEN says: "It is everything to deal with a firm whose trustworthiness is unassailable. Messrs. Zerdin hold a position for honest dealing second to none in the Fur trade, and confidence may certainly be placed in all the things they offer."—*The Queen*, Nov. 15th, 1919.

Please write to-day for our new Catalogue, post free.

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***Russian Furriers*, 72-86, Oxford Street, London, W. 1**
(first floor).



"19, 20,— my plate's empty!"

There's no pudding left on the plate when it is served with Bird's Custard as hot sauce.

You can have no better sauce for a boiled or steamed pudding; and BIRD'S, so cream-like and exquisite in flavor, is made in a moment.

BIRD'S CUSTARD

owes its superiority to the rare good quality of its ingredients, and to distinct methods of manufacture.

It should be a mother's care to see that she really gets Bird's Custard. Millions of mothers take this care each week, knowing that *BIRD'S* adds 25% nutriment to the milk with which it is prepared.

Responsibility for Purity.

We take this upon ourselves. We guarantee that BIRD'S is "the Pure Custard," and we make it only of the finest quality ingredients that money can buy.

Alfred Bird & Sons Ltd

C16a

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MONOGRAPHS OF COUNTRY HOMES

NOW READY

Four numbers of "Country Life," containing

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Published at the Offices of "Country Life," Ltd., 20, Tavistock St., Covent Garden, W.C. 2

HERE AND THERE

VAUXHALL MOTORS, LIMITED.

It should be noted that the list of applications in connection with the prospectus just issued by Vauxhall Motors, Limited, closes on October 19th. This is an issue at par of £300,000 10 per cent. short term notes repayable at 105 per cent. on October 1st, 1925. Particulars and form of application will be found in our advertisement pages, or may be obtained from Lloyds Bank, Limited (head office or branches), or Barclays Bank, Limited, 170, Fenchurch Street, E.C.

THE "MANCHESTER GUARDIAN" AND THE PRINTERS' STRIKE.

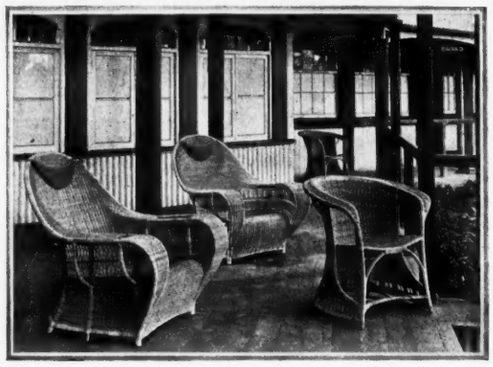
Copies of the *Manchester Guardian* News Bulletin issued during the printers' strike will probably in a little while come to be regarded almost as curiosities. After trying several ordinary methods of reproduction the Gesteprint process was finally selected. Seventy-five thousand sheets were produced daily, all perfectly legible and free from smears; the well known type of the heading was reproduced, and there were also illustrated advertisements. By the Gesteprint process several sheets of typewritten matter were photographed on a film, then etched out and used as stencils on sixteen Gestetner Rotary Cyclostyles.

A MONSTROUS ELECTRIC LIGHT BULB.

Statistics have a certain charm for most of us and can convey a just appreciation of facts which, stated more broadly, would probably fail to impress their significance. The output of the manufacturers of Mazda lamps is nearly 5,000 miles of tungsten wire per week. This is striking enough, but the magnitude of the firm's business and the popularity of Mazda lamps may be better appreciated when it is added that the firm draws in the year sufficient tungsten wire to encircle the earth eight times, or for the filament of a monstrous electric light fully four times the size of the earth itself.

BEAUTIFUL CANE FURNITURE.

The cane chair some years ago was a synonym for a monstrous, ugly, unhygienic and not always very comfortable piece of furniture. The cane chair of to-day is beautiful in line and workmanship, easily cleaned and above everything comfortable. A great deal of this improvement is due to the excellent work turned out by the Dryad



A GROUP OF DRYAD CHAIRS.

Works. Not only has Dryad Cane been found excellent in the home, but many hotels and clubs make great use of it and it is a feature on board the large passenger liners, the s.s. *Aquitania* having recently been furnished with it. Its advantages are certainly obvious, and not the least of them are the pleasant colour of the Dryad canework which harmonises with almost any surroundings, and that there is no upholstery to collect dust and defy the brush. The Dryad Work-basket is one of the latest examples of the canework turned out by the Dryad Works.

THE HARWICH TO ANTWERP SERVICE.

The Great Eastern Railway Company's Harwich-Antwerp service which was so popular before the war is now in full swing again. Two new ships, the *Bruges* and the *Antwerp*, have been already launched, the *Antwerp* having, in fact, been running regularly for some time. A third ship, the *Malines*, is shortly to be launched. The three ships, almost a counterpart of each other, were built by Messrs. J. Brown and Co., and are the last word in comfort and safety—indeed, they may be said to be unsinkable. No short service in the world is better provided than this. Leaving Liverpool Street at 8.30 p.m. by the corridor express and Harwich at 10 p.m., the night is passed comfortably on the ship, which arrives in the Scheldt early the next morning. Breakfast is served on the ship, and there is only a short walk to the train. On the return journey a *table d'hôte* dinner is served on the boat. Harwich is reached at 5.30 a.m., breakfast is served on the up train, and London is reached at 8 a.m.

MESSRS. LEVER BROTHERS' NEW PROSPECTUS.

Messrs. Lever Brothers, Limited, known throughout the world for their Soap and Glycerine Works at Port Sunlight, have just issued a prospectus to provide for the capital expenditure incurred in the business of the Company and certain associated companies. Applications are invited for 8 per cent. cumulative "A" preference shares of £1 each at par, up to but not exceeding £4,000,000 shares. It is interesting to note, and encouraging to investors also, that for the half-year ended June 30th, an interim dividend of 20 per cent. per annum was declared on the ordinary shares. The Directors anticipate that the available profits for the current year will be sufficient to maintain this rate of ordinary dividend after payment of dividends on all preference and preferred ordinary capital and making ample provision for reserves. Particulars and form of application will be found in our advertisement pages, or can be obtained from the Registered Office of the Company, Port Sunlight, Cheshire.

LINCOLN TRACTOR TRIALS

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Manufactured by the CLEVELAND TRACTOR COMPANY

AWARDED

BRONZE MEDAL

(Royal Agricultural Society).

"THE STRAIGHTEST AND BEST FURROW"

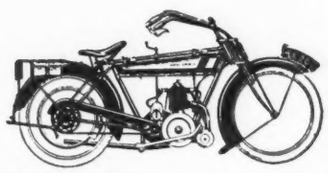
Commercial Motor, Oct. 5th.



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An Ideal Lightweight Model.



The 2¼ h.p. Royal Enfield Two-stroke motor cycle is ideal for "solo work." It is very light yet exceptionally strong and embodies the Enfield Patent Two-speed and Free-engine gear, and Cush Drive Hub.

Simplicity of control is manifest in the highest degree—one lever only controlling the speed of the machine. Fixed ignition is used and in conjunction with the A.M.A.C. single lever automatic carburettor the riding attention is reduced to an absolute minimum.

Further particulars gladly sent on request.

The ENFIELD CYCLE CO., LTD., REDDITCH.



The Finest Varnishes Paints and Enamels For All Purposes come from

NAYLORS

A good house is easily spoilt by indifferent Decoration, but a good finish will improve an indifferent interior out of all recognition. For **artistic finish and durability *insist*** on Naylor's Superfine varnishes, paints, enamels and distempers—quick-drying, and economical to the last drop. Each can carries a written guarantee that never lets you down.

NAYLOR BROTHERS (London) Ltd., SLOUGH.
Established 120 Years.

EACH foreign motor tyre you buy is in effect the dismissal of a British workman. *And this at the very time when every British workman should be fully employed.*

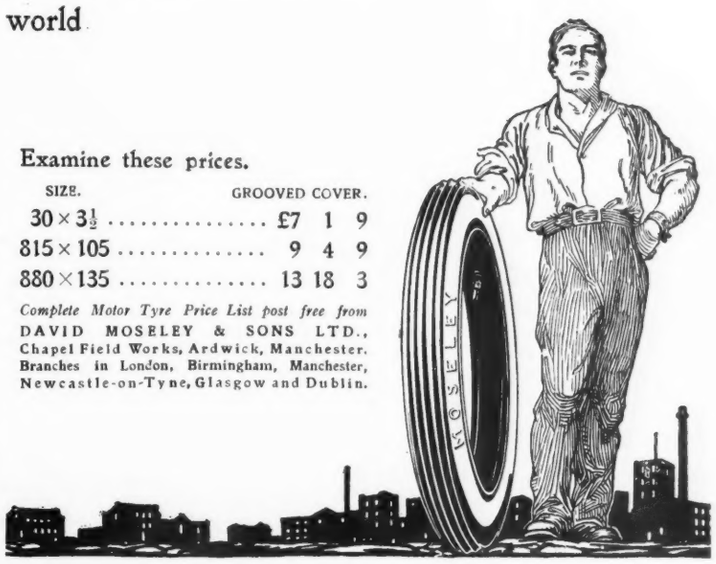
And what do you gain yourself that makes it worth while? Nothing.

British-made tyres are better patriotism, and they are better tyres. For durability and security Moseley Tyres are unexcelled in all the world.

Examine these prices.

SIZE.	GROOVED COVER.
30 × 3½	£7 1 9
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Complete Motor Tyre Price List post free from DAVID MOSELEY & SONS LTD., Chapel Field Works, Ardwick, Manchester. Branches in London, Birmingham, Manchester, Newcastle-on-Tyne, Glasgow and Dublin.



MOSELEY TYRES

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Every Burberry Garment bears a Burberry Label.

THE riding man, whether hunting or hacking, requires a Weather-proof Top-coat with a distinguished appearance both on foot or on horseback.

The Equi-Pede, made in Burberry proofed materials, meets this want, and differs from other coats by having deep triangular gores, extending from the waist downwards.

On horseback the coat expands to form a tent-like covering which shoots rain clear of the body, legs and saddle, while for walking it may be transformed into an ordinary top-coat by simply fastening the gores with push-buttons.

Illustrated Catalogue & Patterns Post Free.

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His Ex. Sir Laurence Guillemard	Governor of the Straits Settlements
His Ex. Lord Forster	Governor-General Australian Colonies
His Ex. Sir Archibald Weigall ...	Governor S. Australia
Sir Godfrey Thomas	Of the Staff of H.R.H. The Prince of Wales
His Ex. Sir Robert Coryndon ...	Governor of Uganda
His Ex. Colonel R. F. Peel ...	Governor of St Helena
Viscount Ribblesdale	Private visit to India
The Hon. Mr. Justice Thomas	Chief Justice, St. Vincent
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Brogues for the Links

Every detail of the cutting, lasting, stitching and finishing of the Norwell 'Perth' Brogues has been perfected that they shall render the utmost all-round satisfaction to golfers. The leather used is tough-wearing, genuine, flexible, absolutely waterproof.

The "Cameron" (No. 96)

A lady's heavy-grade brogue for strenuous wear. Uppers of heavy black or brown calfskin; flexible soled; waterproof. **36/6**

Norwell's 'Perth' Brogues

"Direct from Scotland"



Entire satisfaction is guaranteed or the purchase money fully refunded. When ordering please state name or number required. Orders are sent post free in Britain; postage abroad extra.

Write for Free Illustrated Catalogue to

NORWELL'S 'PERTH' FOOTWEAR Ltd PERTH, SCOTLAND.



THE COMING FIREARMS ACT

THIS highly restrictive and by no means simple piece of legislation comes into force on November 1st next. The various forms were issued on the 15th inst., so that little enough time is available to comply with the provisions of the Act. Fortunately, the Home Office is desirous that the various obligations embodied in the Act shall be interpreted and applied with the greatest breadth of mind of which those concerned in its carrying out are capable. That this spirit may be conveyed to the police who exercise in reference to it executive if not indeed magisterial functions, is devoutly to be desired.

The obligations set up by the Act require understanding by everybody who possesses any species of firearm. Save in Ireland, shot guns and air-guns or air-rifles are wholly exempted. Subject to this exception, "the expression 'firearm' means any lethal firearm or other weapon of any description from which any shot, bullet or other missile can be discharged, or any part thereof, and the expression 'ammunition' means ammunition for any such firearms, and includes grenades, bombs, and other similar missiles, whether such missiles are capable of use with a firearm or not, and ingredients and components thereof."

OBLIGATIONS OF THE ACT.

"A person shall not purchase, have in his possession, use or carry any firearm or ammunition unless he holds a certificate (in this Act called a firearm certificate) granted under this section, and in force at the time." Likewise no one may sell firearms or ammunition except by giving notice, and then only to a person holding a firearms certificate or to a registered dealer. Exemptions as to possession, etc., apply on a limited basis to members of H.M. forces, police, cadet corps, rifle clubs, carrier's warehousemen, slaughterers using humane killers, and persons carrying on or using shooting galleries or miniature rifle ranges.

The Act does not apply to any antique firearm which is sold, bought, carried or possessed as a curiosity or ornament. There is no definition of an antique firearm in this Act; but the Pistols Act, which this Act cancels, states that: "the term 'antique pistol' shall not include any pistol with which ammunition is sold, or which there is any reasonable ground for believing is capable of being effectually used." The provisions as to antique firearms have clearly been left for the executive authority to define. There are few antique firearms which are not capable of being effectually used. The broad, common-sense interpretation, which will probably prevail, is that antique firearms which are kept as curiosities and for which no ammunition is possessed may be considered to come under Clause 13. Until the Home Office issues definite instructions this interpretation may be adopted by law-abiding citizens.

War trophies may also be preserved without the ordinary certificate, provided the possessor fills up "Firearms Form 6," delivers the same to the police, and receives the necessary dispensation. "Provided that such firearms possessed as trophies shall not be used or carried, and that no ammunition therefor may be purchased."

The principal obligation imposed at the moment is, therefore, that owners of firearms desiring to retain possession of them shall obtain from the police "Firearms Form 1," and fill in the same in respect to all firearms and ammunition possessed at the time. The fee of 2s. 6d. covers all the weapons, etc., so listed and remains in force for three years.

PURCHASE OF FIREARMS.

Those desiring to purchase firearms will no doubt enlist the services of a registered dealer. These gentry will rapidly become experts in dealing with the provisions of the Act; indeed, the policy of the Home Office is to utilise their services to the utmost. Owners of firearms who would rather be rid of such embarrassing possessions are expected to notify the police, who will put them in touch with a registered dealer with a view to effecting a sale. Whether the market so glutted and at the same time restricted as to sale can absorb them is another question.

No boy under fourteen years shall purchase, have in his possession, use or carry a firearm or ammunition. Older boys will also find difficulty in indulging in casual .22 rifle practice with borrowed weapons, for the provisions "as to selling and purchasing shall apply to letting on hire, giving, lending, transferring and parting with possession, and to hiring, accepting and borrowing, in the same manner as they apply to selling and to purchasing, and the expressions 'seller' and 'purchaser' shall be construed accordingly." The penalties are horrible; in fact, the Statute Book can hardly contain a more drastic and from many points of view more unnecessary piece of legislation; that is, so far as it applies to weapons other than pistols.

MAX BAKER.

SPORTING & MILITARY CARTRIDGES

OF EVERY EXISTING TYPE AND SIZE

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ALL GUNMAKERS AND REGISTERED DEALERS, OR WHOLESALE ONLY FROM

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Walpole's Royal Irish Linen



" Walpoles' Linen — sold by one family, used by thousands, for 153 years."

For Long Service

THERE is pride and satisfaction in long service. experienced alike by the old retainer who served one family, and by the firm who serves thousands.

WALPOLES' are proud of their long service of over 150 years, because it denotes a satisfaction given, and a confidence gained, that only the long and good service of their linen could ensure.

THIS long service linen is still the principal feature of Walpoles' service. But Walpoles' service does not stop there; it submits patterns and estimates post free; it ensures courteous and prompt execution of all orders; it pays carriage on all orders in the British Isles. Further,

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Guarantee their True Irish House Linens

to exchange them or refund the money paid should there be any cause for complaint.
And ladies can rely on Walpoles' to see this service carried out.

Walpoles' Guarantee their Linen.

Walpoles' Pay Carriage on all orders in the British Isles.

Catalogues, Patterns and Estimates will be sent Post Free.

Walpoles', as manufacturers, hold stocks that were made when costs were lower than at the present time, and are able to supply them below to-day's value. One would be very wise to take advantage of this as linen prices are going up instead of coming down; flax is so scarce, and the cost of production still increasing

Walpoles' Irish Linen Sheets:

	Single Bed.	Double Bed.
Hemstitched ...	129/- ...	166/- pair.
Hemmed ...	124/- ...	160/- ,,

Irish Linen Pillow Cases

Hemstitched	14/6 each
Plain	8/9 ,,

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LONDON: BOND STREET, SLOANE STREET and HIGH STREET.

DUBLIN: SUFFOLK STREET.

FACTORY: WARINGSTOWN CO. DOWN.



Mr. EDEN PHILLPOTTS' VERSE

MR. PHILLPOTTS' verse, "As the Wind Blows" (Elkin Mathews. 5s.), though pleasant and capable, is curiously without force. We seem always being made to realise its comparative slightness, because he has a fatal facility for reminding us of other poets—the greatest poets. It is probably largely our fault that his tiger, "striped with ebony and orange-tawny gold," recalling "the ousel cock so black of hue, with orange-tawny bill," should make our minds wander to that great sea of beauty which abides within the cover of "Midsummer Night's Dream," and return unsatisfied to the gentle trickle which is all there is to refresh us in *As the Wind Blows*. But the way Mr. Phillpotts reminds us of Thomas Hardy seems almost wanton! Certainly Mr. Phillpotts cannot help being a novelist like Mr. Hardy, he cannot help loving Dartmoor as Mr. Hardy loves Wessex. He has a real impulse to write about country people as the older man has, and something of Hardy's love of nature combined with a strong sense of what Charles Darwin called her "blundering and cruel ways." And even if he would not write just as he does, if Mr. Hardy had not written before him, it is surely right that English poetry should be traditional, and English poets inherit from each other. The trouble seems to be that once the work of Thomas Hardy has been recalled to the mind, Mr. Phillpotts' impulse to creation seems so meagre, and so easily satisfied. If it is so persistently recalled because there really is something essentially imitative in Mr. Phillpotts' work, it is very hard to say. Mr. Phillpotts has a poem called "In the Valley," beginning:

"Heather and potentilla fold
The rocks with purple and with gold;
The burn beneath sings clear and cold.

Here man and woman kept a tryst;
Here often met; here first they kissed
Under the white and secret mist.

And here, within this holy place,
He came and thundered her disgrace
And looked his last upon her face.

. . . . . .

Had heath and potentil but known
His wrath and her despairing moan,
Their twinkling flowers had surely flown."

And ending:—

"But heath and potentil are gay,
The waters sing upon their way,
Though all this happened yesterday.

For June must joy, though joy departs,
And life must laugh, tho' sorrow smarts,
And buds must break as well as hearts."

There is real delicacy of feeling and expression here, but in spite of the different intention of their respective climaxes, it is only too easy to be reminded of Mr. Hardy's "The End of the Episode."

"There shall remain no trace
Of what so closely tied us,
And blank as ere love eyed us,
Will be our meeting place.

The flowers and thymy air,
Will they now miss our coming?
The dumbles thin their humming
To find we haunt not there?

Though fervent was our vow,
Though ruddily ran our pleasure,
Bliss has fulfilled its measure
And sees its sentence now.

Ache deep; but make no moans.
Smile out; but stilly suffer:
The paths of love are rougher
Than thoroughfares of stones."

Mr. Hardy is more clumsy sometimes than Mr. Phillpotts, and deliberately gives us the strangest mouthfuls of sounds to pronounce, but what superficial regions of the spirit are touched in us by Mr. Phillpotts' emotions, compared with those reached by the individual and profound sincerity of the man of genius. However, let us resolutely shake ourselves free from the vice of comparison and dwell on what is best in Mr. Phillpotts' work. He is most successful in attempting least. There is an admirable poem called "Scandal" which must be quoted in full, and which would have given pleasure to Lafontaine

"The owl alighted in a yew
Beside the portals of my house;
The hour was nearly half-past two
And as he ate his juicy mouse,
A cuckoo clock made cheerful chime
Within, and shouted out the time.

'O gracious God!' the owl began
And rolled his round eyes to the moon,
'What a black piece of work is man—
Well might we miss cuckoo in June,
How mad, misguided, inhumane
To keep a cuckoo on a chain!'

. . . . . .

Good neighbour, of your charity
Consider that mistaken fowl;
Beware you tell not truth awry
And, hooting with your brother owl,
Into the public ear complain
I keep a cuckoo on a chain."

The last verse of a lover's song, too, has a reality and tenderness which makes it remain in the mind:

"And now one memory I keep
Till life and I shall part
She loved me well enough to sleep
In peace upon my heart."

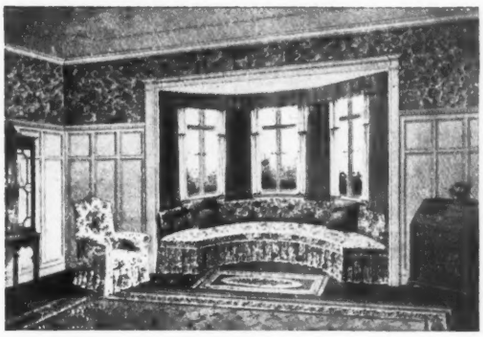
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"DUROBELLE" Beautiful Original Fadeless Fabrics are made in a wide range of Artistic Designs and Choice Colourings, thus they permit the inclusion of a perfect and permanent colour scheme for every room.

ALLEN'S FADELESS Durobelle

"The original permanent Dyes."

For LOOSE COVERS, CURTAINS, BED and other Draperies
All "Durobelle" is Guaranteed Fadeless

ANY LENGTH REPLACED FREE IF COLOUR FADES.

No matter how long it is exposed to the heat and glare of the sun or how frequently it is washed, it will not fade. Thus it will give better and infinitely longer service than other ordinary dyed Casement materials used for the same purpose.

Casement Cloths 31in. from	2/11	Reps and Mattings 50in. from	7/11
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Fancy Damasks 50 ,, ,,	7/9	Madras Muslins .. 50 ,, ,,	8/11
Tapestries..... 50 ,, ,,	12/9	Rugs..... ,, ,,	27/-

The Pattern Books contain a wide range of cuttings from our present Stocks, each of which is of ample size to allow of perfect selection for every requirement, will be sent post free.

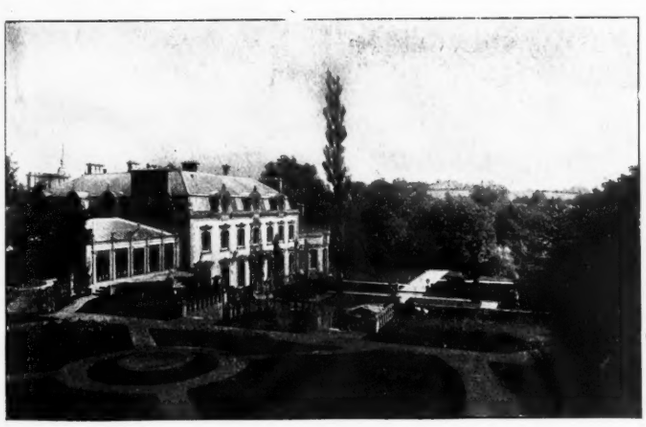
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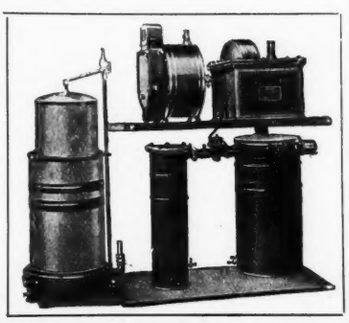
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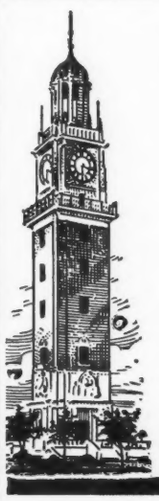


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THE LURE OF THE STRAIGHT LINE

TENTATIVE HIP EFFECTS IN SMART MANTEAUX. TISSUE AND TULLE.

ALWAYS the unexpected happens when we are at the point of believing a season has settled down to its decreed styles and fabrics. The wary are mostly alive to this secret up the sleeves of the big *couturières*; though who exactly is responsible for the revival of face cloth is not clear. Anyway, that old-time favourite is with us, and in the opinion of some who know is likely to run duvetyn and velours very closely in favour with the well dressed. It is curious how a trained eye jumps quickly to the *chic* of a new or unaccustomed material. There was nothing in the least out of the ordinary in a straight coat-frock of navy face cloth, save the sheen of the latter and some touches of scarlet Egyptian cotton stuff striped with black and gold, and yet the wearer of this particular creation stood out with a supreme distinction; while a coat and skirt of beech brown face cloth designed for an older and more pronounced figure was arranged with a three-seam long coat and long revers fronts that closed low down with a single button at the base of narrow, length giving lapels. And the skirt was in due proportion, and barely revealed the ankles. A positively ideal suit this for a woman past her first youth, and one hall-marked by the approval of the leading *tailleurs*.

In other ways it is equally apparent the *ingénue* is not to monopolise the whole situation as she has been permitted to do for so long a space. During the past week I have been shown several startlingly original coats fashioned of black velvet and on distinctly shapely lines. One of these, trimmed black silk braid, had slightly gathered hip pieces and pocket flaps reminiscent of the Louis period; while another of a quite particular elegance had sleeves of moleskin that at the back trailed off into a sort of cape effect. It is necessary to look back a decade or more to find the equal of these models in handsomeness and impressiveness of effect. They appealed as wraps of great dignity, and will find a ready place in the heart of women who have for so long struggled with the modes far too youthful for their years or appearance.

Again, with evening toilettes we have all the concomitants for the creating of regal creations—rich materials, elegant draperies, trains, and those delightful cape effects of lace and tulle. One famed Parisian house is very *épris* of long, narrow trains of tissue allied to velvet and brocade gowns, a rival making delightful play with draperies of chiffon slung from the centre of the back, the sides caught to the wrist by bracelets. Eminently attractive, also, are velvet gowns alternating with panels of sequin net, looped-up chains of beads to match decorating the *décolletage* and arms. White velvet and opalescent sequin net is lovely; and even more original is a deep lace patterned passementerie worked in silver bugles and crystal beads. This last was seen fashioning a deep pointed tunic in conjunction with a soft white silk woven with silver. The gown was a short, slim little dancing affair, the passementerie tunic making a soft tintinnabulation as the wearer moved.

Prominent among the colours for evening wear is a cold pink. One sees this in velvet, taffetas, charmeuse and soft satin. It is a *nuance*, however, that can only be worn by certain complexions and colourings, preferably one very clear and white only slightly tinged with pink, or a certain brunette with whom a full shade of rose is nearly always impossible. A little taffetas dance dress seen, very charming, was embroidered at wide intervals with two looped rings of mock diamonds; and a wide striped pink and gold tissue satin was responsible for an exquisitely draped gown, *en princesse*, the draperies concluding in a long wispy train.

Metal tissue as a foundation has by no manner of means lost its sway, as some have predicted it would. As a matter of fact, it is far too invaluable an asset in bringing about the glittering relief so effective with transparencies to be lightly discarded, in addition to imparting a certain desirable substance to an otherwise too ethereal gown, as is the case with the original example pictured. This lovely and supremely dainty dress is of sapphire blue tulle, draped over a *fond* of silver tissue, the swathed sash of silver tissue surmounted by a wreath of shaded blue flowers, the latter repeated under the tulle about the hips and a single bloom dropped carelessly on one of the floating tulle panels. A shaded blue ostrich feather fan is designed to complete this gown, while the classic band is of silver tissue stitched with sapphire blue beads.

Notwithstanding the continued keenness shown for coloured lace frocks, I am not myself prepared to prophesy a long run for this vogue. The straight chemise frock of lace swathed about the hips with a deep sash is already too ubiquitous for the ultra-fastidious. Fashions beloved of the populace invariably die young; and, as was pertinently pointed out the other day, the fashionably dressed is not by any means always the best dressed or the most *chic*. Which simply verifies what has been said over and over again in these columns, that it is the individual note that tells to-day.

L. M. M.



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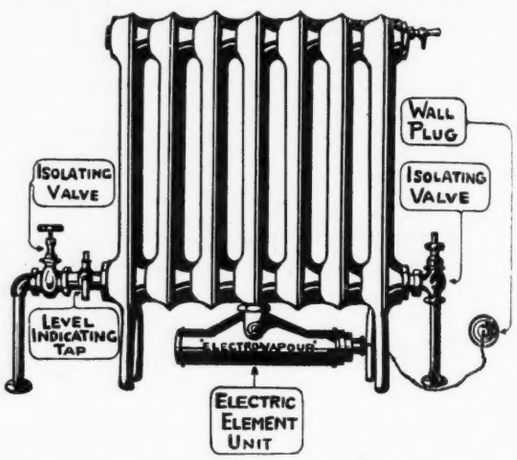
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TOWN & COUNTRY

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HELP THE HELPLESS.

That children should ever be ill-treated or underfed or neglected seems so deplorable, so inhuman, that one would be inclined to hope that there can be no necessity for philanthropic interference in the matter. Unfortunately the N.S.P.C.C. is able to prove such an altruistic view of the situation entirely wrong. During the year 1920 241 inspectors were at work throughout England and Wales and Ireland, 226,719 visits of inspection were made and 100,448 children were assisted. It is necessary for the N.S.P.C.C., in order to carry on its work this year, to obtain an additional £30,000, to meet the increase in the cost of living. Contributions should be sent to the Central Offices, Leicester Square, W.C.2.

USED ON THE "RENOWN."

The Malvern Table Waters made by Messrs. W. and J. Burrows, Limited, of Malvern, are well known to a wide and appreciative public, and the many people who use them regularly will probably be interested to hear that they are following the example of the Prince of Wales, for Burrows' Malvern Table Waters were carried on board the *Renown*. The members of the M.C.C. cricket team on their way to Australia were also provided with them, and Mr. J. W. H. T. Douglas, the Captain, has written to Messrs. Burrows expressing their satisfaction.

WOODCUTS AS A PART OF DECORATIVE SCHEMES.

There is an increasing demand by house furnishers for bright modern woodcuts that may be used to harmonise with colour schemes. Typical examples of this work by Hall Thorpe have recently been acquired for the British Museum and the Contemporary Art Society, the former having purchased "The Wise Men," a simple and decorative print in three colours, and the latter a large hand-coloured woodcut (25ins. by 36ins.) of gaily painted flowers, entitled "A Country Bunch."

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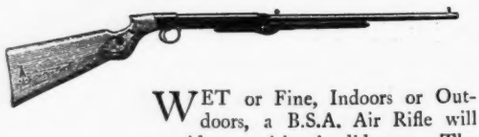
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PARTIAL LETTING OF SHOOTS

AT the present time of year a good many owners of estates are hard driven to keep pace with their shooting engagements. Elsewhere there are those who do not get as much shooting as they would like, perhaps none at all, for, being town workers for the most part, they are too pressed with business and professional engagements to make the necessary plans in due season. Most people realise the existence of a large unsatisfied demand for the best class of shooting, but few that there is elsewhere a superfluity which amounts to a positive embarrassment.

THE CROWDED SHOOTING DIARY.

The estate owner, who for reasons of sentiment is clinging to the old order of living, or else is so happily situated that the increasing charges can be met without undue scheming, finds each year that the commencement of shooting lays a burden on his shoulders. He cannot proceed as if his own convenience alone counted, but must plan his dates on a strict business system. A happy fellowship of neighbours must sit in informal committee. Among them they must decide a set of dates, the various fixtures being so arranged as not to clash. Thus, while a man's own estate may not be of large extent, his real shooting area may total many thousand acres. One week the function may be at one neighbour's place, another week at another's, yet another on his own. So the season progresses, not only in the matter of pheasants, but also in that of partridges, especially if driving is a local custom. Add to these formal occasions such incidental shooting as arises from the presence of good snipe and duck ground, and really the syndicated shooting area attains huge dimensions. So are accounted for individual cartridge consumption totals running towards five figures.

PRESENT-DAY EXPENSES.

With all the costs so greatly risen, not only in the department of rearing and general preservation, but also in that of beaters, shooting estate owners have in many instances deliberately cut down the amount of sport their land is fitted to yield, in the process diminishing the prospective despatches of game to market. They very rightly maintain that the new sentiment towards big bags justifies the course they have taken. Moreover, with economies being imposed in so many directions, there is no reason why shooting should not participate in the general cutting-down process. The question of letting off a part of their shooting and running the rest at full strength has been considered, but entry into practical detail has shown that the thing is easier said than done. To let so many places in the team of guns, and to retain the balance for personal enjoyment and for invitation purposes, introduces the objection of breaking up the happy-family conditions of the customary party. Veneer it how you will, the paying guest idea is always a trifle embarrassing, whether applied to shooting or to domestic hospitality. No solution is on the face of it satisfactory.

To work a good shoot at less than top efficiency is a pity; moreover, the keen enjoyment of supervising the nesting and rearing season is a great asset to those who dwell all the year round on their country estates. In fact, to the keen shooting man who has reached something beyond mature years, the Nature study associated with the management of shooting becomes more soul-satisfying than the strenuous work of gathering the harvest. At a still later stage when eyesight gets dimmer, and that magic sympathy between hand and eye gets out of gear, shooting may become impossible or at least irksome to those who cherish their hard-earned reputation.

A COMMERCIAL REMEDY.

The present day situation is full of conditions which call for some happy compromise, and that compromise appears to lie in the direction of letting the surplus on alternate weeks. There are many shoots that can fully occupy a party of guns for two days in every week during the busy part of the season; really there is no limiting date, as those can testify who have tasted the joys of hunting the surplus cocks and have learnt that the improved quality of the chances offered fully compensates for their diminished number. In these and other matters each shoot is a law unto itself, the one thing that counts being the existence of a lettable surplus, which can only be let provided it can be segregated.

The week end shooter on his side would much prefer a fortnightly to a weekly fixture. When a syndicate takes a well organised shoot the enthusiasm of the first month or two rapidly wanes. Between shooting two days a week from one's own home, with no disturbance of family routine, and taking an evening train from town for a journey, it may be of a hundred miles, there is a vast difference. True, the sociable evening at the country hotel has its charms, but there is also the long Friday evening to be lived through. Worst of all is Saturday's frantic rush to the hotel after the final drive, its bath in record time, the feverish rush to catch the train, dinner on board (if you are lucky), and inevitably a very late arrival home. The sport fully compensates for the pains and penalties involved, but the average busy man, with professional or other preoccupations, would much prefer to alternate these week-ends.

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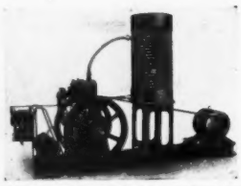
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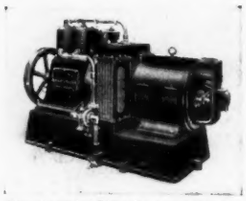
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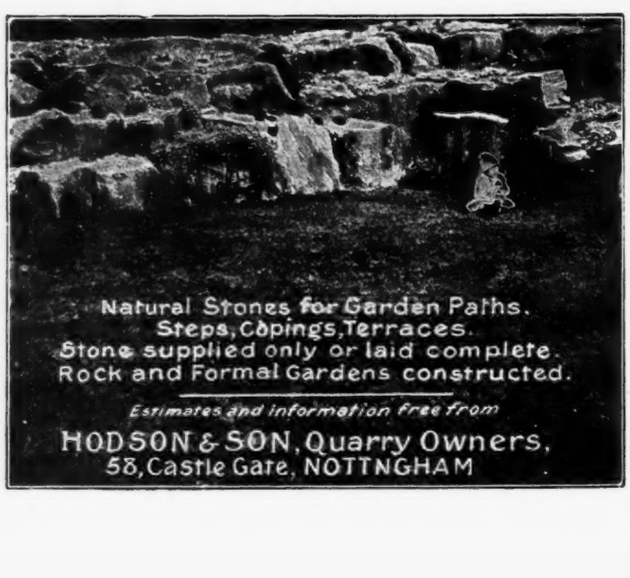
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FROM THE EDITOR'S BOOKSHELF

Public School Verse, 1919-20. An Anthology, with an Introduction by John Masefield. (Heinemann, 3s. 6d.)

THIS is the century of youth, when sober middle-aged people buy by the thousand a novel written by one small child or a diary kept by another, and pause wonderingly over the "composition" of the delicate drawings of a third. Yet which of us has connected the writing of poetry with Public Schools.

Fifty years ago comparatively few people wrote verse and those who did so were well known. To-day verse-writers are as the leaves of a tree for number, and the standard of their work is not a low one. One is often struck by the quality of verse in magazines with unknown names beneath it. It proves surely, that the mentality of the nation has risen, as a whole. Those who practise an art on a small scale and with little success or even haltingly and with no success, are, at any rate, capable of appreciating the masters of their craft. Poets may not, perhaps, write to be appreciated or understood, yet surely it is consolation to them that for each person to whom they would have appealed fifty years ago possibly ten have happier hours to-day by reason of their perfect lines. So it is interesting to find that poetry is budding in most unexpected fields, as this book, *Public School Verse*, proves.

Two things strike the reader: the high quality of the work and its maturity. Youth is very serious when it grasps a pen. It is difficult to realise that these poems were written by boys still at school. The irresponsible happiness of a schoolboy is absolutely lacking—except, perhaps, in the mad little work called "The Masque of the Three Beasts." One could not pick out a single poem and say, "This is the work of a clever boy," if one did not know the title and origin of the book. The most surprising passages would lose by being printed without their context and are, indeed, too numerous to quote; but little snatches of others stick in the memory owing to a felicity in the choice of words for which one is not prepared in a book so named.

> He has heard haunting murmury that portrayed
> The very end of sound . . .

"Murmury" might just as well have been "murmurs" one may think, but what perceptive Youth to put so beautifully into words "the very end of sound," that strange sensation which so many of us know but cannot describe. And

> . . . moonlit rocks where sighing ghosts
> Of shadowy waves break secretly.

Or

> Thick shadows curl about September,
> Folding, moulding, leaves half-dead,
> And bleached in the wanton whirl of summer,
> Rusted gold and rotted red;
> Quaking, shaking, the wild young boughs
> Lash out in frenzied, quivering fright,
> Mad to break the strange, drugged drowse
> That whispers in old leaves at night.

Public School Verse is really an extraordinary little volume for diction, beauty of workmanship and thought. One marvels as one reads. I. B.

Uncle Pierce's Legacy, by Dorothea Conyers. (Methuen, 8s. 6d.)

MRS. CONYERS' novels of Irish hunting society are always true to life, and her descriptions of horses, hounds, huntsmen and hunts thrilling to anyone with the faintest interest in the subject. In her latest book all these expected pleasures are provided, and Evie Nutting, her middle-aged heroine, is a most attractive personality. Evie and her sister find themselves possessed of eight thousand a year on condition that they hunt hounds and spend every penny of their income. Evie, after years of poverty, is a confirmed economist. Honor's hobby is the enjoyment of poor health; but they are not to be defeated, and Mrs. Conyers gets many amusing situations out of their efforts to fulfil the conditions. If not quite the best of Mrs. Conyers' many novels, *Uncle Pierce's Legacy* is certainly in the first flight.

A Man of the Islands, by H. de Vere Stacpoole. (Hutchinson, 8s. 6d.)

AS a master of the technique of the modern short story Mr. Stacpoole stands on a very high pinnacle. Through many of his tales runs a connecting thread, and yet each one of them will stand alone, like a rich texture of the silk worn by our great-grandmothers. His material is so entrancing and his gift for description so excellent that if there were no incident at all we should yet enjoy anything Mr. Stacpoole had to say to us about the South Seas, whose great rollers booming on the reefs and tropical palm-clad islands inspire his works. We feel the thrill of the adventurer immediately we enter Mr. Stacpoole's world, and this is how he gives us our first glimpse of it: "The depth runs to fifteen hundred fathoms off Montuaro, and the black-blue seas break on the faces of the cliffs. . . . You can smell Montuaro ten miles away at sea; the perfumes of cassi and vanilla come to meet you . . . And then there is the human interest. Sigurdson, with the gentle, kindly nature who for self-protection becomes a dare-devil fearing no man, and Maru the native, described in a wonderful little character-sketch "A Dream of the Sea" as it is called, and there are other men, real men, sometimes very primitive men, all the way. Certainly the fogs of civilisation are charmed away by Mr. Stacpoole's enchanted pen.

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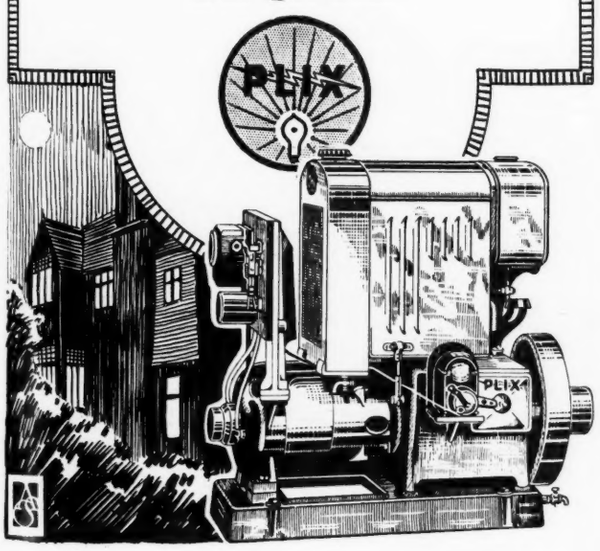
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BREADTH OF VIEW IN DRESS

LUXURIOUS EVENING MANTEAUX. FEATHERS ON FOOTWEAR

ONE may look back in vain to find the parallel of to-day's dressing. It is practically impossible to say what is or is not being worn. One authoritative voice proclaims slim line, and slim line only. Nevertheless, there are to be seen dresses and coats with hips appreciably accentuated. "Oh, Madam, must have a quite sacque coat," says one big *coutourière*, whereas another, equally highly placed, shrugs the shoulders disparagingly over a wrap that is not shapely, as something not worthy of a moment's consideration. Then in millinery realms chaos literally reigns—wide, drooping brims, a little spreading is a firm decree here, whereas there, little hats with seductive nose veils and pull-on toques of embroidered cloth and kid sway the whole situation.

With regard to cloaks, I saw an enchanting example the other day of duvetyn in the new shade of terra cotta, that almost verges on tomato. The salient features of the model were great wing sides, these revealing, when the wearer held out her arms, a lining of copper-coloured satin lining, which was picked up in a band of mink fur to the high muffled collar. To the making of evening manteaux there is positively no end. These grow weekly in richness and variety of expression, and are consequently accounted a highly important asset in an autumnal wardrobe. At the theatres so interesting and representative is the display that the accompanying gowns are inclined to sink into poor significance by comparison. As a matter of fact, providing you are not going on to dance, it really matters little what dress is donned, these beauteous wraps fulfilling all obligations.

A notable innovation is the mammoth neck ruffle, which this season is replacing the hitherto ubiquitous fur collar. Sometimes this ruff will be of tulle, with clusters of flowers tucked in at regular intervals; or, again, of silk, picot edged, mingled with tulle. Rich, wide sash ribbons are much in request for these neck fitments, while many velvet models are finished with ruffled collars of the same that extend to the bend of the shoulders.

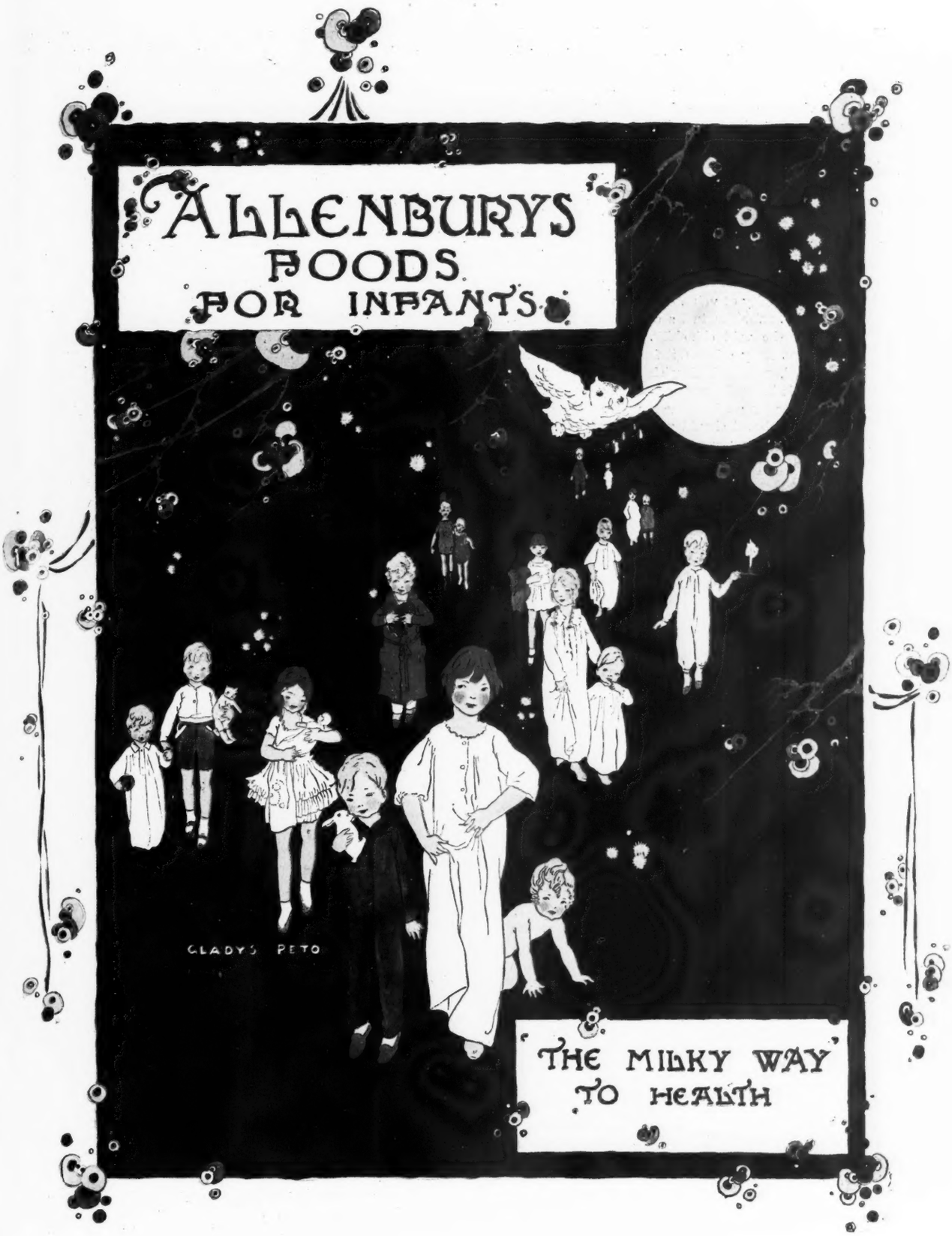
Supremely typical of what is being worn is the illustrated example, of ochre yellow chiffon velvet, to which is toned the immensely wide ribbon fashioning the neck ruffle, narrower streamers of the same ribbon falling from the neck to the hem where they are weighted with gold tinsel fringe. Naturally brocade plays a leading *role* in these sumptuous creations, all silk brocades, tinsel and velvet ninon. A striped tinsel silk is an originality, the doublure of tissue to match the stripe; and always of exceptional charm is black or vellum tinted lace, mounted preferably over a transparency to enhance the fragile appearance, that constitutes more than half the charm.

The like holding good of models fashioned entirely of chiffon, the which, though scarcely appropriate for winter wear, are still being shown. A case in point, of exceptionally lovely colouring, was carried out in a pale shade of jade green and pale dull blue, the former used uppermost, arranged in a series of deep tucks. Another equally attractive being of nigger brown and orange. But it is with these evening manteaux as with the rest of dress, a go-as-you-please spirit that, though bewildering from one point of view, is amazingly helpful from another, since practically anything can be turned to account and worn.

Feathers on footgear is one of the amusing little etceteras to note. These are shown in our illustration and with gold shoes would probably betake the guise of little brown wings held in the centre by a small paste buckle. With the new long vamp shoe, there seems to be an unwritten law that these shall have no trimming at all, or else something exceedingly aggressive and startling. Very dainty are little leaves of tulle spread out like an open fan, and stiffened round the edges by tiny mock diamonds. Tufts of ostrich fronds mingled with tulle comprise nother anovelty, together with butterflies, dragonflies and other inhabitants of the insect world. L. M. M.



A REPRESENTATIVE EVENING MANTEAU, OF OCHRE YELLOW CHIFFON VELVET WITH HUGE RUFFLE OF RIBBON TO TONE.


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FOR INFANTS
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TO HEALTH

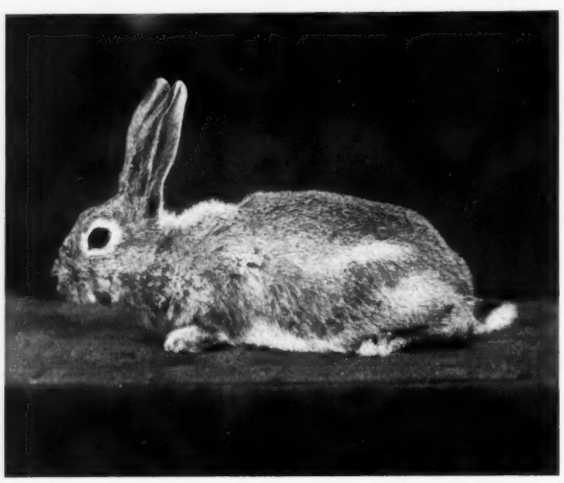
THE CHINCHILLA RABBIT

By C. J. Davies.

IN September, 1919, the first chinchilla rabbits were brought to England from France by an enterprising lady fancier. They are reputed to have at that time been bred in that country for some six years, and to have originated in the same way as have so many of our distinct varieties of animals—that is to say, in the course of experiments in cross-breeding. So far there is nothing out of the way in their history. What is remarkable is their instant success, for, in the present writer's experience, dating back some thirty years, no breed of rabbit has reached so high a state of popularity that a powerful club has been formed, a two hundred guinea cup presented and put in competition, and enthusiasm been maintained at fever pitch, all within a few months of its first appearance.

There must, of course, be a reason for this, and there is little doubt that it lies in the great beauty of the rabbit, combined with a probability of valuable utility qualities.

The chinchilla rabbit is, in its coat and coloration, a very fair imitation of the wild chinchilla of South America. The French have apparently selected it for a class of fur which aids the delusion, and, provided English fanciers do not permit themselves to be led into the error of ignoring economic qualities in favour of show points which merely please the eye, there is no reason why the breed should not have a great future as a fur rabbit. This warning is voiced because already criticisms



A TEN WEEKS OLD CHINCHILLA RABBIT.

that the rabbits are apt to be "baggy," are being raised. This particular criticism is perfectly true; but before altering the type it is desirable to make quite certain that a change in this respect will not carry with it a change in the character of the coat; for the very best foreign fur rabbits the writer has ever seen—among others the Champagne silvers—have had this peculiarity of what English fanciers call "bagginess," which seems to be caused partly by a loose skin, combined with a certain length and texture of fur, together with shortness of body.

In the present writer's opinion, some of the imported chinchillas are as near perfection for the economic functions required as we are likely to be able to obtain, and it is sincerely hoped that the breed will not be spoilt by the adoption of false standards and by inefficient judges, as has been the fate of so many of the most valuable birds and animals created and brought to a high state of perfection in lands more practical than ours.

In the absence of precise details of how these rabbits originated in France much diversity of opinion exists as to their real nature. The particular strain we now have in England has apparently been created in France, but that is no reason why the variety should not often have arisen before, at a time when new varieties of rabbits in general and fur breeds in particular were of no interest to the general public or fanciers.

Darwin alludes to chinchilla rabbits in "Animals and Plants," but in those days the very light silver greys, now best known as Champagne silvers, were called chinchillas, and the darker shades were known as silver greys; and the context leaves no doubt that it was this variety to which he alluded. Some fanciers persist in claiming a relationship between silver greys and the subject of this article; but a greater knowledge will prove the erroneousness of this view, for all rabbits of the silver tribe begin life self-coloured, the "silvering," in the shape of white hairs, coming with the second coat, whereas chinchillas, in addition to having a distinct colour pattern in the hairs, go through no such metamorphosis.

Twenty years ago precisely (1900), among the exhibits sent to the Royal Agricultural Society's Show at York by Professor J. Cossar Ewart, according to the catalogue "Guide to the Zebra Hybrids," published in connection therewith, was an exhibit, No. 9, described as "A tailless, half-wild rabbit. When tame white and grey wild rabbits are crossed, the young are always grey; but when two half-wild grey rabbits are inter-bred, the young usually vary amazingly. In the litter to which this specimen belonged, the following colours were represented—white, yellow, black, brown and chinchilla."

This is the earliest allusion which has so far been found to the production of a chinchilla rabbit, and, assuming that the animal in question resembled the modern product, it antedates the French creation by many years.

The same may be said of the "pale blue gray" rabbits produced by Professor Castle in America prior to 1909. The American variety differed from a wild rabbit in one factor only. Its pigmentation was dilute instead of intense. Would dilute pigment in a wild rabbit make it look like the animal we now call the chinchilla rabbit? The present writer believes that it would. The point has been disputed, and until experiments have been carried out it is not, of course, possible to be certain; but an examination of the fur of wild and chinchilla rabbits under the microscope shows both to have the same pattern or arrangement of pigment in the hair, and although the pigmentation is very weak in a good chinchilla, yet yellow is not totally absent, as proved by the yellow tinge seen in the nest coats of most young individuals and of some indifferently coloured adults. Then we have analogies in the golden and silver agouti cavies and brown and silver tabby cats. The golden agouti guinea pig of the fancier is the modern representative of the wild cavy in colour; the silver varies from it only in that its pigment is dilute instead of intense, resulting in a silver colour with a tendency to a yellow tinge. We have hitherto had no analogous variety to the silver agouti cavy in rabbits though there is no reason why it should not have come.

The accompanying photograph of a ten weeks old chinchilla rabbit shows that the character of the coat is much the same as that of the semi-domesticated adult wild rabbit.

There is a variety of rabbit known to the fur trade as "Doves," and described as "an extremely rare very light grey variety," usually with a white belly, samples of which are occasionally found in batches of pelts from both warren and domesticated rabbits, which may also be forerunners of the modern chinchilla.

However this may be, it is reasonable to suppose that similar variations have occurred from time to time in nature, although they may have not been perpetuated before, and the breeder is now fortunate in being in possession of a very charming little rabbit.

The colour is a very delicate speckled pale grey of a decidedly blue tint. The chin, belly, under surface of the tail and hind feet are whitish. What struck the present writer most on first seeing a specimen of the breed was its very small head in which the bold brown eye looks comparatively large. The ears are neat, pointed, tipped with dark grey at the edges, and decidedly blue-skinned inside. The rabbits run from about 5lb. to 6½ in weight.

In flesh-producing qualities they will probably have to cede pride of place to Havanas, which are still unequalled in this respect and in no apparent danger of being superseded.

In disposition chinchillas seem, as far as a limited acquaintance of only a few specimens can permit of the formation of an opinion, to be bold and, on the whole, friendly and of an unaggressive and pleasant temper.

Whether it will be possible to utilise the pelts of immature youngsters of eight to twelve weeks old is a problem of the future; but even if this hope is not realised, rabbit breeders are in possession of a most attractive little creature which is bound to take a high place among the most popular varieties.

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On the right is printed an abridged Chart of Recommendations which shows the grades specified for most tractors in use. Let this Chart be your guide; it is compiled by the recognised authorities on Correct Lubrication.

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Chart of Recommendations for

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"A" means Gargoyle Mobiloil "A"
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"BB" means Gargoyle Mobiloil "BB"

Name of Tractor.	1920		1919		1918		1917	
	Sum.	Win.	Sum.	Win.	Sum.	Win.	Sum.	Win.
Alldays	BB	BB	BB	BB	BB	BB	BB	BB
Allis-Chalmers	—	—	BB	A	BB	A	BB	A
" " (General Purpose)	—	—	A	A	—	—	—	—
Austin	BB	A	BB	A	BB	A	BB	A
Avery, 5-10	A	A	A	A	—	—	—	—
" other models	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	A	A
Blackstone	BB	BB	BB	BB	—	—	—	—
Boon	BB	A	—	—	—	—	—	—
Case	BB	A	BB	A	—	—	B	A
Chase	BB	A	—	—	—	—	—	—
Clayton	BB	BB	BB	BB	—	—	—	—
Cleveland	—	—	BB	A	BB	A	—	—
Cletrac	BB	A	—	—	—	—	—	—
Clydesdale	—	—	—	—	BB	A	BB	A
Common Sense	BB	A	—	—	—	—	—	—
Crawley Agrimotor	BB	BB	BB	BB	BB	BB	BB	BB
E.B. 12-20	A	A	—	—	—	—	—	—
Elgin	—	—	B	A	—	—	—	—
Fiat	B	BB	B	BB	—	—	—	—
Fordson	BB	A	BB	A	BB	A	—	—
Fowler	—	—	—	—	BB	A	BB	BB
Garner	BB	BB	BB	BB	BB	BB	BB	BB
Glasgow	BB	A	B	BB	—	—	—	—
G.O.	BB	A	BB	A	—	—	—	—
Gray	—	—	BB	A	BB	A	BB	A
G.W.W.	—	—	—	—	BB	A	—	—
Hart Parr 30	B	A	—	—	—	—	—	—
Holt Caterpillar (Model 45)	—	—	BB	A	BB	A	BB	A
Happy Farmer	—	—	—	—	B	A	B	A
International Junior	BB	A	A	A	—	—	—	—
Kingsway	—	—	—	—	B	A	—	—
Lightfoot	—	—	BB	A	BB	A	—	—
Martin	BB	BB	BB	BB	BB	BB	BB	BB
Mogul	—	—	BB	A	BB	A	BB	A
Monarch	BB	A	—	—	—	—	—	—
Moline (Universal)	BB	A	BB	A	BB	A	BB	A
Moseley (Illinois Super Drive)	B	A	B	A	B	A	A	A
Omnitractor	—	—	BB	BB	BB	BB	BB	BB
Overtime	A	A	A	A	A	A	A	A
Parrett	B	A	—	—	—	—	—	—
Pavesi	BB	BB	—	—	—	—	—	—
Petter-Maskell	—	—	BB	BB	BB	BB	BB	BB
Pick	BB	A	BB	A	—	—	—	—
Samson	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	—	—	B	A
Service	BB	A	—	—	—	—	—	—
Sandusky	—	—	BB	A	BB	A	BB	A
Simar	BB	A	—	—	—	—	—	—
Somua	BB	A	—	—	—	—	—	—
Saunderson	BB	A	BB	BB	BB	BB	BB	BB
Square Turn	B	A	—	—	—	—	—	—
Timesaver	BB	BB	—	—	—	—	—	—
Titan	BB	A	BB	A	BB	A	BB	A
Twin City, 12-20	BB	A	—	—	—	—	—	—
Utilitor	A	A	—	—	—	—	—	—
Victoria	BB	A	BB	A	BB	A	—	—
Wallis Cub Junior	BB	BB	BB	A	BB	A	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	BB	A
Whiting Bull	—	—	B	A	B	A	—	—
Wyles	BB	A	BB	A	BB	A	BB	A

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WILD SWAN SHOOTING

IT was a sharp, crisp morning in December when we launched our small craft and set sail in the hope of securing one of two young wild swans which we had seen on the loch the day before in company with their parents. Large flocks of scaup and pochard ducks rose as we sped across the loch, and small trips of longtails kept crossing our bows; but we ignored the latter and never got within shot of the former, and continued our course for the long arm known as Vöe, where we hoped to find the swans—the shallow water at the top end being a favourite feeding ground for these birds, as well as for large packs of widgeon and mallard. We had not gone far up this Vöe before I heard the cry of a whooper coming down-wind, and almost at the same moment saw them coming down the centre of the Vöe. Shouting to my boatman to luff, so as to force them to pass between us and the land, we made them alter their course, and, swinging round, sailed to cut them off. There were eleven of them, and the second in the skein was truly a monster. Everything was going well for a successful shot, as we were heading them off beautifully, and I was just going to pull on the super-swan, when suddenly my boatman seemed to lose his head completely and veered the boat's head right away from them when only 50yds. separated us. Swinging completely round in the boat, I plastered the two leaders all over with BB shot without scoring a kill, although the leader dropped almost to the surface of the water and went off alone, a sure sign that he was hard hit.

THE FIRST DEATH.

Sailing out of this Vöe, we gained the main loch again, keeping a good look-out for the small herd containing the cygnets. A flock of scaup ducks claimed our attention, and we made up to them, but they rose very wild, and I was only able to secure one duck, which rose a second or two later than the main body. We were very lucky to pick her up before she dived, for she was only wounded, but got her in the landing net as we swept past her.

As yet there was no sign of the cygnets we were after, and we were now near the end of this arm of the loch. Just as we were thinking of putting about, a scaup drake, presenting a very high shot to port, collapsed like a paper bag in mid-air in the most approved fashion and was duly gathered. When about half-way back down this arm, the glasses at last revealed our quarry, the two cygnets with what were apparently their parents, and we immediately made up to them. The first attempt was unsuccessful, for they rose wild and far out of shot. Again we sailed down upon them, and yet again they rose wild and escaped us. After a long beat we bore down upon them a third time, when they rose and crossed our bows at about ninety yards. It was a risky shot, there being so much sea on that not only were we bouncing about like a cork, but the wave crests quite hid the birds from our view when we were in the hollows. However, just as they crossed our bows we happened to be on the crest of a wave, so, pulling trigger then, I had the satisfaction of seeing the larger of the two cygnets collapse in a heap and lie still upon the water in the hollow of a wave. Considering it was a young bird, it seemed to be an enormous weight as I pulled it on board, and so it proved, for on getting it home it pulled down the scales at 25½lb.

A LARGE HERD.

Nothing worth shooting showed up for some time, except that a very dark-looking longtail was bagged as a specimen, and I was just thinking of landing when a herd of fourteen swans was viewed swimming out of a small bay about a mile to leeward. As the wind had now moderated a good deal, we decided to have a try at them. The swans, evidently somewhat shy, swam almost as fast as we could sail, making for the middle of the loch, and it was not until we had shaken out a reef that we could gain on them at all. After a good deal of manœuvring, my boatmen put me within a hundred yards of them before they rose, and I had a right and left at them, hardly expecting to do any damage at this distance with No. 1 shot. On they went, apparently untouched, for half a mile, and then one separated from the herd and alighted on the water. I mentioned this fact to my boatman, adding that I feared that we should never get near enough to finish him off, to which he replied that he would require no finishing off. Looking under the sail, I saw what he meant, as there was a second one down all in a heap on the water and quite dead. The first bird gave us a long chase, as we could not for a long time get nearer than 200yds. to him; but at length a lucky pellet of No. 3 shot pierced his brain and laid him also flat upon the water. On landing, I gave one swan to my boatman, and buttoning the other two up in my oilskins, in which they resembled sleeping mariners, left them by the roadside for the local bus to pick up and bring in later in the evening. Curiously enough, the cygnet proved the heaviest of the trio by close on five pounds, providing a very tasty Christmas dinner, although the establishment failed to provide a dish anything like large enough to accommodate its huge body, which took six days to eat. Indeed, we had to commandeer some extra mouths to demolish it, as there was a second one due on New Year's Day, which, however, being an adult, proved to be a somewhat tough proposition. H. W. ROBINSON.

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QUAIL IN MALTA

[This account of shooting in Malta was sent to us by the writer's parents.—ED.]

I MET a Maltese in Valetta yesterday who has a pretty shrewd knowledge of the sporting possibilities of the island, and he told me that the wind was in the right direction and that the quail should be coming in. He lent me a gun and I bought some No. 12 shot cartridges. However, I knew a dog was essential and I didn't know where to get one from; but, as luck would have it, as I was driving back to Verdala I met a man with a gun and two dogs, so I asked my Maltese groom to enquire if he would care to come out with me in the morning. The groom entered into what sounded like a heated discussion and eventually turned to me and said "He says 'Yes.'" I then suggested 5.30 a.m. and there was another parley, which my groom interpreted as "He says 'All right.'" The unknown man was waiting for me without his gun (which was a relief), but with his dog. He was dressed in a cap, a shirt, a pair of canvas trousers, bare feet and a *waistcoat!* Every Maltese wears a waistcoat. I think it must be part of their quaint religion. I suppose I looked a bit vacant, because the unknown man seemed to come to the conclusion that I was half-witted, and, beckoning me to follow, he walked off. The theory is that the quail come in from the north and rest on the southern coast of the island for one night, and those that are not done in at dawn set out for Africa on the following day; so it was evidently the unknown man's intention to get to the crest overlooking the sea without delay. Eventually we clambered over a stone wall and set out across country. The fields in Malta consist of small enclosures surrounded with stone walls, none of which are much more than an acre; there is small depth of soil, but they are very fertile. They contain for the most part vines, cotton plants and fig trees. Some of them, however, are simply uncompromising barren rock, with boulders and small stones all over the place. We walked as one would walk up partridges, the unknown man about ten yards on my left making a noise periodically like a large covey of partridges getting up. The dog ranged ahead in an independent sort of way. He was a funny-looking dog, possibly a distant relation of a pointer, with a rum-looking head and the expression of a bloodhound. Suddenly, on a patch of extra rocky ground, he pointed and up got a quail which I managed to get. It did not get up with the bustle I was expecting, and did not seem very fast on the wing. Although he was a pretty small bird, I found him easier to hit than a partridge. Soon afterwards we put up another one which I shot and which the pointer pounced on and proceeded to eat; whereupon the unknown man fell on the dog, belabouring him over the head and using such words as "chetah!" and "chehow!" But the pointer adopted a determined attitude and came to the conclusion that his only chance was to swallow the quail whole. He nearly succeeded, but the unknown man managed to prise his mouth open before it was too late and got hold of the quail's head as it was disappearing. Apparently the whole thing was a more or less recognised procedure, because after the unknown man had retrieved the nasty-looking corpse he didn't seem to bear any malice towards the dog, and the latter didn't seem to realise he had done anything wrong. We went on a little further, and as I scrambled over a wall I saw, all along the crest, armed men of every type and size, all walking in different directions, making odd noises to their various dogs and shooting at anything that got up within range. However, they all had two things in common: they were all as keen as mustard, and they all wore waistcoats. An old man impressed me. He had blue spectacles, a white moustache and a *brown* waistcoat, and he carried an enormous bag over his shoulder with tassels dangling from the bottom. I wasn't very good in this company. Every quail that got up had a barrage put down on him, and it seemed unnecessary to take part in the barrage because it was always effective. Suddenly there was a tremendous report and a cloud of smoke. It rather put the wind up me at first, but as the smoke cleared away it became evident that the old man in the brown waistcoat had fired his gun and killed (only) a quail. I had to be back by seven o'clock, so we started to work towards home. As we went through a rocky enclosure a quail got up in front of a Maltese on my left, but his gun wouldn't work and the quail swung left-handed and was marked down about two hundred yards away. The Maltese beckoned to me to go with him to walk it up. It got up in front of me fairly wild and broke back over his head. He laid his piece carefully, but again it failed to work, and I managed to get it before it dipped over a wall. The unknown man and the pointer raced after it and the unknown man won, which was a blessing, as it saved a lot of trouble. Of course, I offered the quail to the Maltese whose gun had played him false; but he looked aghast, and I felt I had insulted him. The Maltese have a keen sporting instinct. It was now getting late and very hot, so we hurried home. On the way I wondered what I should give the unknown man for his trouble. I signified that he should keep the three quail, but this caused offence. Eventually he accepted a bob, more to please me than for any other reason, and I went home feeling rather like a *nouveau riche* or post-war sportsman who didn't know "what's what."

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When the Prince of Wales's carriage, on his return home last month, swung round St. James's Street, we all had an excellent view of H.R.H. from the windows of my offices at Calder House. There came to my mind a visit I had from a Captain, a complete stranger, home from the Front, who needed a loan of £100. He told me that in the dug-outs he and his brother officers had greatly enjoyed reading my queer stories in *Truth*. "Why did he need the £100" I queried. He replied to the effect that he was to be promoted in rank and needed a new uniform, and had a dentist's bill to pay. I was shown the photograph of his wife and two children, taken somewhere down in Devon, and also a receipt he was sending to the S.P.C.K. for £40, which he had received from the Society for a devotional book he had written. He gave me a booklet, entitled "Report of a paper delivered before the lay-readers in conference assembled at Exeter on July 1st, 1914, comprising notes on the two books set for study during the past year by R. D. J——, LL.B., Parochial Reader." In addition, he produced a letter from the Prince of Wales, thanking him for all the interest he had taken in the Prince while at the Front. I read it through. It was a charming letter, and on the strength of it I lent him £100 free of interest, after conferring with him and his bank manager. Alas! the post-dated cheques given in exchange were dishonoured. This took place three years ago. The banker described him as plausible ——. I am greatly tempted to print his name in full, but I fear the six papers in which this is due to appear would not want to print it, but I hope that this will catch the Captain's eye, and, on the principle that "It's never too late to mend," will return my £100. I will not ask for any interest. If the LL.B. is an authentic qualification, he should know how to deal with this plain statement. A very close relation of the Prince of Wales reads my advertisements, and was at my offices last week. I have visits from other Royal personages very often. I should be pleased to supply any one of them with the name of the "gentleman" who used H.R.H.'s letter to such ends. Another reason for writing this is that the extraordinary statements I make from week to week are the truth, the whole truth, and nothing but the truth.

Naturally, among my trade rivals I have many who are not too friendly disposed towards me; but there is one to whom I wish to give a word of caution. He is in business in a big way within a mile of Charing Cross. About eighteen months ago, in the presence of the manager of a well-known firm of auctioneers, he said to me, "Do you know years ago I could have had you prosecuted for forgery?" I am reminded of the following extract from a letter written to me last June from a great newspaper owner: "Those who know you best trust you most," and, as Hamlet said, "Be thou chaste as ice, as pure as snow, thou shalt not escape calumny." I did not fly at my traducer's throat, although I felt like it, but I turned to the third party and said: "Mr. ——, did you hear that?" He replied, "Yes." "I shall subpœna you as a witness, and shall go off to Lewis & Lewis at once and enter an action." My rival immediately, as the saying goes, "got very windy," and withdrew all he had said. However, I have not forgotten it, and if, as I am told, smarting at my success, he is giving too much licence to the "little member"—which we read in the epistle of St. James "boasteth great things" and is a "world of iniquity"—he may have cause to remember I allow no one to attack me unjustly with impunity, although I can understand and make allowances for the envy that my leaps and bounds to fame have instilled among less successful members of my craft.

The following letter has been received:—

"*Guildford, October 12th*, 1920.

"Dear Mr. Hurcomb,—It took me a long time before I felt that I could entrust my diamond studs to you, but at length I sent them to Messrs. Barclay's Bank for your inspection. I am delighted with the ultimate result—£106—a little over four times the amount that was originally given for them."

This letter reached me a day or two ago:—

"Berkshire.

"Mrs. —— writes to thank Mr. Hurcomb for the cheque so promptly sent and for the trouble he took over the sale. She hopes that if ever Mr. Hurcomb is this way he will call. There are many in this county who would be very glad to know him. Have you ever thought of advertising in the 'Reading Mercury'? It has an enormous circulation. £310 was the local offer for the ring and bracelet for which you have paid £589 clear."

I value, buy, and sell at auction jewels, ancient plate, old Sheffield, modern silver, motor cars, etc. Rare stamps and stamp collections purchased. Special experts for porcelain, engravings, pictures, works of art. Auction and Estate Agents. Valuations for all purposes, inventories made for probate, fire, and other insurances, household effects, etc.—castle or cottage.

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FROM THE EDITOR'S BOOKSHELF

The Good Englishwoman, by Orlo Williams. (Grant Richards, 7s. 6d.)

MR. ORLO WILLIAMS is of the opinion that Englishwomen "are not at all averse from criticising other members of their sex." This conviction he surely shares with the editors innumerable who, presumably to attract, at any rate, with no intention of affronting their women subscribers, fill the odd pages of their journals with articles roundly denouncing the Englishwoman in this or that department of life and comparing her always unfavourably with the women of other lands. Looked at from this angle, Mr. Williams' book may almost appear as an attempt to please, and it is to be hoped that the many kind things he has to say of her will not prevent this, no mere sonnet to one lady's eyebrows but a volume devoted to the qualities of all a nation's women, from giving the good Englishwoman the satisfaction he has designed for her. Mr. Williams has treated his subject at length, dealing, with a little of the unfaithfulness inevitable, but effective, in generalisations, with "Little Girls," "Big Girls," "The Wife," "The Mother," the Englishwoman's mind and manners and her activities in art, sport and society. He has some well worn stories to throw at her, and a few that are new and shrewdly aimed, but he does not forget to add bouquets, and, on the whole, we feel that he looks at her with a discreetly encouraging eye. She is not wholly to be despised at present, we gather, and will she but listen to the counsel of the wise she may become something far beyond the mark of "that, and better, will do." He draws some very unpleasing portraits of certain types, the selfish sporting girl, the woman whose good manners do not come into play when she is in contact with her social inferiors; but he makes so little allowance for class or education that the reader is left with the impression that he deplores alike in the duchess and in the greengrocer's wife a habit of fighting for bargains and an inability to adorn a *salon*. It is quite true that, as he says, "we want a higher conception of domestic work and of its importance in the productiveness of our country," and he is generous in acknowledging his surprise that a man who, did his business life entail as much responsibility as her housekeeping, would consider himself a fully occupied worker, often regards his wife's labours as "mere incidents in an otherwise ornamental life." But he is not quite generous enough, for he attributes the Englishwoman's position as second best to her artistic brother to some inherent inability for the highest creative effort, and allows nothing for the fact that in almost every woman's artistic life, "mere incidents," such as home-making, companionship or motherhood, must use up much of the energy that the man can devote wholly to his career. The fact that so much of his book is open to argument and so little to flat disproof makes it extraordinarily interesting if sometimes irritatingly so. The chapter on "Woman in Parliament," coming from one who can write with such an intimate knowledge of the House, is of especial value and—to a woman—encouragement.

Chestnuts and Small Beer, by H. J. Jennings. (Chapman and Hall, 12s. 6d.)

IT is a good diet. The chestnuts are well cracked and never too old, nor is the beer too thin to loose the wagging tongue in pleasant discourse of old days and dim faces of the vanished past. Mr. Jennings provides congenial fare, and we partake of his "Lenten hospitality" with no thought of regret that we are not sipping 1830 port. That were out of place round his hearth, and far less wholesome. As a narrator Mr. Jennings carries the past before him in a jubilant, caustic pen which never ceases for breath and is never fagged. A good specimen of his wit is his laconic criticism of a certain local theatrical performance. It ran thus: "Last night a play called 'Pure as Snow' was produced at the Broad Street Theatre. It is not as pure as snow." His life was led with a marvellous, if simple, enthusiasm. His association with many of the most interesting men and women of the last century was but the sauce to his natural enjoyment of everything which came his way. But an Odysseus at heart, his life of adventure he could never bring to an end. His career was possible only in that he had few domestic ties, which now he would fain have us believe is of no account with him. His animation is inexhaustible; and yet do we not catch a sadder note in his voice before he is silent at the end of the concluding page? ". . . In the words of Charles Lamb's poignant lament, 'all, all are gone, the old familiar faces!' When one is over sixty one makes acquaintances, one does not form friendships; and when one is over seventy, one is apt to find in the society of little children a solace and a pleasure that no adult companionship can rival. I must confess that to sit in a summer garden, under a sheltering tree, with some tiny prattler, promises a greater joy than any to be found in pomp and pageant, in the fascination of sport or even in the lure of literature." Is there no Penelope to stay the wanderer's last voyage, or will he take part in the pageant of life until the end? But the fire is out, and the cups empty!

Wayside Wisdom, by E. M. Martin. (Longman, Green, 6s. 6d.)

IN these days of violent changes when all things old are condemned and all established institutions are made to tremble, it is indeed pleasant to read a lament of the years that are no more. Why do we not rise up in our miseries and block the progress of modernism, and return to the days when Tristram Shandy could live among us or when pilgrims could amble peacefully to the sanctified places? But Mr. Martin in his *Wayside Wisdom* does not spur us to action though he stimulates our thoughts enough to make us realise the pleasures of the past age and the sad want of to-day. The bustling cities, the peaceful hamlets, days of contented leisure and, above all, the wooded solitudes, all are of the days that are mere memories. The towns to-day are creeping on to the villages, and their path is a desolation of roofs. In *Wayside Wisdom*—a series of essays—Mr. Martin gives us the feeling that the harm is done and he seems to express resignation in his well considered and suggestive sentences. But, as he says, *Wayside Wisdom* is distinctly a book "for quiet people" who will appreciate ruminative thought on "common things" expressed in an easy and flowing style.

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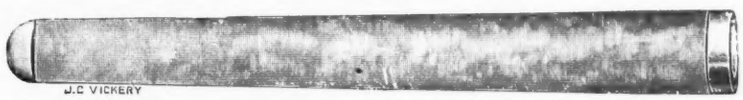
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Labouchere I once read in a review of his life that the founder of *Truth* made a fortune out of the actions for libel brought against his papers. Well, if ever I make a fortune—many think that I have already done so—it will be due to refusing to take action in 1907 against *Truth* when the paper contained a libellous statement about me. How my lawyer begged and pleaded with me to take proceedings, and insisted on taking counsel's opinion; then both tried their hardest to get me to take the case into court. It was a tug-of-war between red hair (most people are aware that I can boast hair of a deep golden hue) and red tape. I was very obstinate, and insisted that an apology in the next issue would be far more valuable to me than the libel could possibly do harm. Subsequent events have justified my decision, and is it not wonderful that the Editor's testimony that he had found that "I was in business on a large scale, with a wide and honourable reputation," should be a potent factor in helping me to build up a fortune?

No, I am not anxious to rush into court; but sometimes it is unavoidable. Not long since a lawyer issued a writ, claiming £100 for something that never reached me, and when he discovered that I was determined to contest the claim he withdrew before the case came into court. I was sure he would do so. For nearly thirty years I have been fearless in my utterances—quite as much as *Truth* has been in many instances—but my appearances in court have been very few. Many of my readers will say: "More by good luck than judgment!" I admit it. Now for some more candour.

When the Prince of Wales's carriage, on his return home last month, swung round St. James's Street, we all had an excellent view of H.R.H. from the windows of my offices at Calder House. There came to my mind a visit I had from a Captain, a complete stranger, home from the Front, who needed a loan of £100. He told me that in the dug-outs he and his brother officers had greatly enjoyed reading my queer stories in *Truth*. "Why did he need the £100" I queried. He replied to the effect that he was to be promoted in rank and needed a new uniform, and had a dentist's bill to pay. I was shown the photograph of his wife and two children, taken somewhere down in Devon, and also a receipt he was sending to the S.P.C.K. for £40, which he had received from the Society for a devotional book he had written. He gave me a booklet, entitled "Report of a paper delivered before the lay-readers in conference assembled at Exeter on July 1st, 1914, comprising notes on the two books set for study during the past year by R. D. J——, LL.B., Parochial Reader." In addition, he produced a letter from the Prince of Wales, thanking him for all the interest he had taken in the Prince while at the Front. I read it through. It was a charming letter, and on the strength of it I lent him £100 free of interest, after conferring with him and his bank manager. Alas! the post-dated cheques given in exchange were dishonoured. This took place three years ago. The banker described him as plausible ——. I am greatly tempted to print his name in full, but I fear the six papers in which this is due to appear would not want to print it, but I hope that this will catch the Captain's eye, and, on the principle that "It's never too late to mend," will return my £100. I will not ask for any interest. If the LL.B. is an authentic qualification, he should know how to deal with this plain statement. A very close relation of the Prince of Wales reads my advertisements, and was at my offices last week. I have visits from other Royal personages very often. I should be pleased to supply any one of them with the name of the "gentleman" who used H.R.H.'s letter to such ends. Another reason for writing this is that the extraordinary statements I make from week to week are the truth, the whole truth, and nothing but the truth.

Naturally, among my trade rivals I have many who are not too friendly disposed towards me; but there is one to whom I wish to give a word of caution. He is in business in a big way within a mile of Charing Cross. About eighteen months ago, in the presence of the manager of a well-known firm of auctioneers, he said to me, "Do you know years ago I could have had you prosecuted for forgery?" I am reminded of the following extract from a letter written to me last June from a great newspaper owner: "Those who know you best trust you most," and, as Hamlet said, "Be thou chaste as ice, as pure as snow, thou shalt not escape calumny." I did not fly at my traducer's throat, although I felt like it, but I turned to the third party and said: "Mr. ——, did you hear that?" He replied, "Yes." "I shall subpœna you as a witness, and shall go off to Lewis & Lewis at once and enter an action." My rival immediately, as the saying goes, "got very windy," and withdrew all he had said. However, I have not forgotten it, and it, as I am told, smarting at my success, he is giving too much licence to the "little member"—which we read in the epistle of St. James "boasteth great things" and is a "world of iniquity"—he may have cause to remember I allow no one to attack me unjustly with impunity, although I can understand and make allowances for the envy that my leaps and bounds to fame have instilled among less successful members of my craft.

The following letter has been received:—

"*Guildford, October 12th*, 1920.

"Dear Mr. Hurcomb,—It took me a long time before I felt that I could entrust my diamond studs to you, but at length I sent them to Messrs. Barclay's Bank for your inspection. I am delighted with the ultimate result—£106—a little over four times the amount that was originally given for them."

This letter reached me a day or two ago:—

"Berkshire.

"Mrs. —— writes to thank Mr. Hurcomb for the cheque so promptly sent and for the trouble he took over the sale. She hopes that if ever Mr. Hurcomb is this way he will call. There are many in this county who would be very glad to know him. Have you ever thought of advertising in the 'Reading Mercury'? It has an enormous circulation. £310 was the local offer for the ring and bracelet for which you have paid £589 clear."

I value, buy, and sell at auction jewels, ancient plate, old Sheffield, modern silver, motor cars, etc. Rare stamps and stamp collections purchased. Special experts for porcelain, engravings, pictures, works of art. Auction and Estate Agents. Valuations for all purposes, inventories made for probate, fire, and other insurances, household effects, etc.—castle or cottage.

N.B.—On no account address your parcels otherwise than:

W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. Telephone, Regent 475.—[ADVT.]

FROM THE EDITOR'S BOOKSHELF

The Good Englishwoman, by Orlo Williams. (Grant Richards, 7s. 6d.)

MR. ORLO WILLIAMS is of the opinion that Englishwomen "are not at all averse from criticising other members of their sex." This conviction he surely shares with the editors innumerable who, presumably to attract, at any rate, with no intention of affronting their women subscribers, fill the odd pages of their journals with articles roundly denouncing the Englishwoman in this or that department of life and comparing her always unfavourably with the women of other lands. Looked at from this angle, Mr. Williams' book may almost appear as an attempt to please, and it is to be hoped that the many kind things he has to say of her will not prevent this, no mere sonnet to one lady's eyebrows but a volume devoted to the qualities of all a nation's women, from giving the good Englishwoman the satisfaction he has designed for her. Mr. Williams has treated his subject at length, dealing, with a little of the unfaithfulness inevitable, but effective, in generalisations, with "Little Girls," "Big Girls," "The Wife," "The Mother," the Englishwoman's mind and manners and her activities in art, sport and society. He has some well worn stories to throw at her, and a few that are new and shrewdly aimed, but he does not forget to add bouquets, and, on the whole, we feel that he looks at her with a discreetly encouraging eye. She is not wholly to be despised at present, we gather, and will she but listen to the counsel of the wise she may become something far beyond the mark of "that, and better, will do." He draws some very unpleasing portraits of certain types, the selfish sporting girl, the woman whose good manners do not come into play when she is in contact with her social inferiors; but he makes so little allowance for class or education that the reader is left with the impression that he deplores alike in the duchess and in the greengrocer's wife a habit of fighting for bargains and an inability to adorn a *salon*. It is quite true that, as he says, "we want a higher conception of domestic work and of its importance in the productiveness of our country," and he is generous in acknowledging his surprise that a man who, did his business life entail as much responsibility as her housekeeping, would consider himself a fully occupied worker, often regards his wife's labours as "mere incidents in an otherwise ornamental life." But he is not quite generous enough, for he attributes the Englishwoman's position as second best to her artistic brother to some inherent inability for the highest creative effort, and allows nothing for the fact that in almost every woman's artistic life, "mere incidents," such as home-making, companionship or motherhood, must use up much of the energy that the man can devote wholly to his career. The fact that so much of his book is open to argument and so little to flat disproof makes it extraordinarily interesting if sometimes irritatingly so. The chapter on "Woman in Parliament," coming from one who can write with such an intimate knowledge of the House, is of especial value and—to a woman—encouragement.

Chestnuts and Small Beer, by H. J. Jennings. (Chapman and Hall, 12s. 6d.)

IT is a good diet. The chestnuts are well cracked and never too old, nor is the beer too thin to loose the wagging tongue in pleasant discourse of old days and dim faces of the vanished past. Mr. Jennings provides congenial fare, and we partake of his "Lenten hospitality" with no thought of regret that we are not sipping 1830 port. That were out of place round his hearth, and far less wholesome. As a narrator Mr. Jennings carries the past before him in a jubilant, caustic pen which never ceases for breath and is never fagged. A good specimen of his wit is his laconic criticism of a certain local theatrical performance. It ran thus: "Last night a play called 'Pure as Snow' was produced at the Broad Street Theatre. It is not as pure as snow." His life was led with a marvellous, if simple, enthusiasm. His association with many of the most interesting men and women of the last century was but the sauce to his natural enjoyment of everything which came his way. But an Odysseus at heart, his life of adventure he could never bring to an end. His career was possible only in that he had few domestic ties, which now he would fain have us believe is of no account with him. His animation is inexhaustible; and yet do we not catch a sadder note in his voice before he is silent at the end of the concluding page? ". . . In the words of Charles Lamb's poignant lament, 'all, all are gone, the old familiar faces!' When one is over sixty one makes acquaintances, one does not form friendships; and when one is over seventy, one is apt to find in the society of little children a solace and a pleasure that no adult companionship can rival. I must confess that to sit in a summer garden, under a sheltering tree, with some tiny prattler, promises a greater joy than any to be found in pomp and pageant, in the fascination of sport or even in the lure of literature." Is there no Penelope to stay the wanderer's last voyage, or will he take part in the pageant of life until the end? But the fire is out, and the cups empty!

Wayside Wisdom, by E. M. Martin. (Longman, Green, 6s. 6d.)

IN these days of violent changes when all things old are condemned and all established institutions are made to tremble, it is indeed pleasant to read a lament of the years that are no more. Why do we not rise up in our miseries and block the progress of modernism, and return to the days when Tristram Shandy could live among us or when pilgrims could amble peacefully to the sanctified places? But Mr. Martin in his *Wayside Wisdom* does not spur us to action though he stimulates our thoughts enough to make us realise the pleasures of the past age and the sad want of to-day. The bustling cities, the peaceful hamlets, days of contented leisure and, above all, the wooded solitudes, all are of the days that are mere memories. The towns to-day are creeping on to the villages, and their path is a desolation of roofs. In *Wayside Wisdom*—a series of essays—Mr. Martin gives us the feeling that the harm is done and he seems to express resignation in his well considered and suggestive sentences. But, as he says, *Wayside Wisdom* is distinctly a book "for quiet people" who will appreciate ruminative thought on "common things" expressed in an easy and flowing style.

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No. c 2127.—**Finest Semi-Blonde Tortoiseshell Cigarette Tubes, with Solid Gold Mounts**, in Shaped Leather Cases, 4 in., **£3 12s. 6d.** 4½ in., **£4 4s.** 5 in., **£4 15s.**



No. c 2679.—**Long Ivory and Solid Tortoiseshell Cigarette Tube**, in 3 sizes. As illustration, **£2 10s.** Smaller **£2 7s. 6d.** Larger, **£2 12s. 6d.**



No. c 2116.—**Lovely Ivory and Tortoiseshell Cigarette Tube, with square-cut Sapphire Band, £15 15s.**



No. c 2117.—**Charming Ivory Cigarette Tube, inlaid Jet, with Band of Diamonds, £12 10s.**



No. c 2125.—**Finest Solid Block Amber Tube, with Gold Mount, £11 11s.** Smaller, **£8 8s., £6 6s., £4 15s.**

Tortoiseshell and Gold 3½ in., **30s.** 4 in., **33s. 6d.** 4½ in., **40s.**
Semi-Blonde Tortoiseshell 3½ in., **57s. 6d.** 4 in., **77s. 6d.** 4½ in., **78s. 6d.**



No. c 2733.—**Black Cigarette Holder**, Set Band of Real Pearls, very smart. 4 in., **£3 12s. 6d.** 5 in., **£3 16s. 6d.** With White Enamel Band instead of Pearls, **£1 5s. 6d.** and **£1 7s. 6d.** With Band of Diamonds, **£9 9s.**



No. c 2734.—**Black Cigarette Holder**, Set Band of Real Pearls, very smart. 4⅛ in., **£4 10s.** 4½ in., **£4 15s.** With White Enamel Band instead of Pearls, **£1 7s. 6d.** and **£1 8s. 6d.** With Band of Diamonds, **£10 10s.** and **£11 11s.**

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The finished garment, whether it be a Youth's School or Business Suit, a pair of Footer Shorts, a Girl's Coat and Skirt, or a Gym. frock, is tailored by methods far removed from "mass production" principles. It is the product of individual skilled craftsmen.

Every size and style of garment for Boys' and Girls' wear can be supplied from Rowe Navy Serge at very moderate prices.



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106 NEW BOND ST. W.1

MOTORING ATTIRE IN RELATION TO THE MODERN AUTOMOBILE

IN far-away days how the motorist used to revel in dressing up to the then new and weird way of travelling, smothering the head in veils, wearing horrible peaked caps, or stuffy bonnets, goggles and coats that weighed veritable tons! But all those accessories, the kind Fates be praised, are over and done with, thanks to limousines and landaulets, wind screens of many and various characters and other up to date equipment, accepted essentials in the present day automobile; while sports' tailors have seen to it that motoring dress for either sex shall combine the maximum of warmth with the minimum of weight for the cold months, furriers entering with equal enthusiasm into the game and producing fur wraps of almost incredible lightness.

Still held in the highest approval by motorists who are prepared to be out in all weathers is the leather coat with detachable fleece or fur lining. Consequently leather reigns supreme in the eyes of the practical motorist, whether out for play or work; the only drawback to its possession being the cost, which, like everything else, has risen, for the large majority, to inaccessible heights, wherefore is it in the small irony of things that La Mode should suddenly come forward with a decree for suède coats. The golfing woman, together with the motorist, is very *épris* of this vogue, which is represented in a range of lovely colours to correspond with accompanying boldly checked rough tweed skirts.

So attired a woman at the wheel becomes a very attractive object, the more so when she completes such a costume with a little pull-on hat of stitched suède to match the coat. A hat with an adjustable brim, mark you, that can be pulled over the eyes when facing the sun or a dusty road. It is remarked also how some of these coats merely reach the hip line and are cut on straight free lines, a style quite suitable to golf or walking, whereas those specifically designed for motoring are longer in the skirt and double breasted, the majority, moreover, being completed by a belt. Possibly a little courage may be required to appear in a yellow suède coat allied to a frieze skirt checked orange and red on a biscuit-coloured ground. But those who have the requisite nerve may do so, buoyed up by the assurance that they will be smiled upon by the elect.

Apart from momentary extravagances, which really only the few seriously consider, the ideal motoring get-up comprises a neat country tweed suit with a warm, light overcoat to slip on when required, preferably rainproof, and one of the soft, wide, woolly scarves to twist about the neck, and the other side of this pleasing practical picture is afforded by the new-rich, who are inclined to bedizen themselves with furs and feathers by way of living up to their Rolls-Royce.

Under a warm wrap, a word may be said for the knitted frock. This strikes quite the right note of reason and consistency. The newest models all seem to be arranged with an adjustable collar, that can be worn closed or open, and long sleeves. I saw a fascinating example the other day carried out in fine navy blue wool with corrugated side panels striped with fine lines of aluminium thread, and small round buttons worked to correspond, closing the front from the summit of a high close-fitting collar to the figure line.

For those who are merely driven in luxurious idleness the heavier weight of knitted wool cloak is coming into line with other motoring dress accessories, while one leading light in the *couturière* world is busy turning army blankets into elegant wraps, binding or blanket stitching the edges with a contrasting colour. One in navy blue I thought looked extraordinarily well blanket-stitched in the mingled alliance of red and yellow. This model was built rather on the lines of the old-time Inverness cape, the arms slipping through a slit concealed beneath a deep tuck. These are really rather jolly things, and look particularly attractive when accompanied by a high necked, long-sleeved gown of cord velveteen in tone.

To the resourceful there are ways and means to-day of acquiring the smartest, most original and at the same time highly practical motoring attire for a quite modest outlay.

L. M. M.



THE IDEAL COSTUME FOR MOTORING.

This attractive practical motoring suit comprises a skirt of long striped grey frieze and coat of grey suède trimmed with grey Persian lamb, a delightful travesty of the flying man's tunic, adding a crowning note of distinction.



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"DON'T slice it, or pull it. Get it right over that far bunker and I'll give you some of my Kenilworths for your very own. I know you've finished all yours."

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His Ex. Sir Archibald Weigall ...	Governor S. Australia
Sir Godfrey Thomas	Of the Staff of H.R.H. The Prince of Wales
His Ex. Sir Robert Coryndon ...	Governor of Uganda
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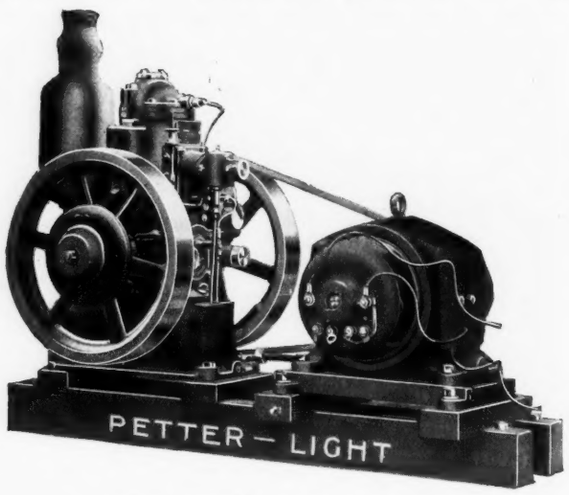
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A VARIETY OF TOPICS

A RELIABLE LIGHT SET.

In the Government Reliability Trials for Aeroplanes the first prize of £7,500 was secured by the Westland six-seater limousine designed and manufactured by Messrs. Petter, Limited, of Yeovil, a success which re-emphasises the high standard of Petter's manufactures generally. A folder which has just been issued by the firm, No. 536, deals with the Petter Junior Oil Engines and the Petter Light Set, of which an illustration appears on this page. The Petter Junior is an engine designed for the use of paraffin, only needing a small quantity of petrol to start it, but benzol or alcohol can be used for it with the



MESSRS. PETTER'S ELECTRIC LIGHT SET.

same efficiency, and it is of the simplest possible construction, cheap, durable and adaptable. The Petter Light consists of one of these engines, a dynamo driven by endless belt, a battery and switchboard. The engine can, of course, freely be disconnected from the dynamo and applied to any of its many other useful functions, such as pumping, sawing, etc. The dynamo is of first class English manufacture, with perfect provision for lubrication, and in the switchboard particular attention has been paid to the important factor of simplicity. In many establishments the arguments in favour of the adoption of electricity are all admitted, but in the absence of a cheap public supply there remains the problem of how the desirable innovation is to be accomplished. Here the small engine and light set, such as the Petter, is found invaluable, and the simplicity and reliability of the Petter make it a particularly satisfactory solution of the difficulty. The Light is to be had in two sizes, at £180 and £265 complete. Petter's London office is at 117–123, Great Portland Street, W.

FOR THE BLUE CROSS.

A particularly good idea is that of the "Grateful Dog's" Stall which is to be included in the Grand Christmas Fair in aid of the Blue Cross, to be held at Woolwich Town Hall on November 30th and December 1st. So much was done by the Blue Cross for dogs left by fighting men in France that it is hoped that many dog-owners will signify their gratitude on behalf of their pets by sending gifts, which may be of any kind, but should be priced, for sale at the stall. They should be addressed to the Secretary, Our Dumb Friends' League, 58, Victoria Street, S.W.1.

A FINANCIAL ITEM.

At a Court of Directors of the Royal Exchange Assurance, held on Wednesday, October 20th, it was decided to pay on November 6th an interim dividend of 7 per cent., less income tax, on the capital stock of the Corporation, in respect of the half-year ending June 30th, 1920.

THE ART OF FLOOR POLISHING.

"Think how you would clean and polish a dirty pair of boots, and you will see how floors and linoleum should be polished and kept bright and really clean." Thus says a booklet issued by the makers of "Ronuk" Floor Polish, and the case for the "Ronuk" wares could hardly be better put. "Three things," it continues, "are necessary. (1) Rub with something 'bristly' to get the dirt off and to prevent it being rubbed in. (2) Apply the polish, spread it out, and rub it into the surface. (3) Rub with a clean cloth or duster to produce the shine and gloss." The "Ronuk" Home Polisher is an article designed to fulfil these three functions, for it consists of a dry scrubber with which to rub the dirt off, which can be covered with a duster or cloth upon which to spread the polish, and after the polish has been applied it remains only to refold the duster or cloth, taking care not to let the polish get on the scrubber, to be ready to produce the gloss and shine. The Home Polisher can be used, moreover, for getting under or behind anything to do its work and not merely for straightforward cleaning, as the handle is arranged to move to any angle. Corners are thus reached which could not be got at by hand. For the polishing part of the process the "Ronuk" Sanitary Polishes, of which there are eight different kinds, including, besides the paste, a semi-liquid form of the same thing, are all economical and give a fine polish very quickly. The price of the Home Polisher, even after a recent unavoidable increase, is only 7s. 6d. net, and the No. 1 Household "Ronuk" Polish, suitable for cleansing and polishing furniture and all kinds of woodwork, leather, enamelled portions of bicycles and motor cars, *papier-mâché* and general household use, is sold in round tins at 6d. and 1s. each and at 1s. 9d. and 3s. 6d. in square tins. "Ronuk" wares are entirely British in invention and manufacture, and can be obtained from all grocers, ironmongers, oilmen and stores.

The Highest Grade Tractor in the World

As supplied to His Majesty the King & His Royal Highness The Prince of Wales

Awarded FIRST PRIZE SILVER MEDAL of the Royal Agricultural Society of England

Write for full particulars of this World-Famous BRITISH TRACTOR complete with power driving pulley winding drum & 50 yards steel cable

25 YEARS REPUTATION



THE WORLD-FAMOUS ALL-BRITISH Saunderson UNIVERSAL TRACTOR

THE SAUNDERSON TRACTOR & IMPLEMENT Co LTD
ELSTOW WORKS BEDFORD

Order at once for Harvest & Autumn Ploughing

The Lesson of the LINCOLN TRIALS

A STRIKING indication of the growing appreciation of Correct Lubrication was the preference by tractor manufacturers for Gargoyle Mobiloils at the recent Tractor Trials.

From *The Daily Telegraph*.

"Seventy per cent., and perhaps slightly more, of the tractors are using the various brands of lubricating oil supplied by the VACUUM OIL COMPANY, LTD., and it is to the educational benefit of the farming community, who are the buyers of these various tractors, to know not only what quantity of lubricant each machine should economically consume per acre, but what particular type or brand of oil is best suited to the machine. I am inclined to lay particular stress on this point, for the farmer as a class does not pretend to have much mechanical knowledge, and he may be tempted to buy oil for lubricating his tractor at his local market town—because it may be offered to him at a low price—which is utterly unsuited to the tractor engine he possesses. The result is that he will have trouble with the machine, and blame it, in place of condemning himself for his purchase of unsuitable oil. Quite recently I came across a farmer who put engine oil in the gear box and gear lubricant in the engine sump. To him both were oil, and it was not until trouble arose that he learnt better."

On the right is printed an abridged Chart of Recommendations which shows the grades specified for most tractors in use. Let this Chart be your guide; it is compiled by the recognised authorities on Correct Lubrication.

Gargoyle Mobiloils are sold by dealers everywhere

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A grade for each type of motor

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Chart of Recommendations for

FARM TRACTORS

EXPLANATION:
"A" means Gargoyle Mobiloil "A"
"B" means Gargoyle Mobiloil "B"
"BB" means Gargoyle Mobiloil "BB"

Name of Tractor.	1920		1919		1918		1917	
	Sum	Win	Sum	Win	Sum	Win	Sum	Win
Alldays	BB	BB	BB	BB	BB	BB	BB	BB
Allis-Chalmers	—	—	BB	A	BB	A	BB	A
" " (General Purpose)	—	—	A	A	—	—	—	—
Austin	BB	A	BB	A	BB	A	BB	A
Avery, 5-10	A	A	A	A	—	—	—	—
" other models	B	A	B	A	B	A	B	A
Beeman Garden Tractor	A	A	A	A	A	A	A	A
Blackstone	BB	BB	BB	BB	—	—	—	—
Boon	BB	A	—	—	—	—	—	—
Case	BB	A	BB	A	—	—	B	A
Chase	BB	A	—	—	—	—	—	—
Clayton	BB	BB	BB	BB	—	—	—	—
Cleveland	—	—	BB	A	BB	A	—	—
Cletrac	BB	A	—	—	—	—	—	—
Clydesdale	—	—	—	—	BB	A	BB	A
Common Sense	BB	A	—	—	—	—	—	—
Crawley Agrimotor	BB	BB	BB	BB	BB	BB	BB	BB
E.B. 12-20	A	A	—	—	—	—	—	—
Elgin	—	—	B	A	—	—	—	—
Fiat	B	BB	B	BB	—	—	—	—
Fordson	BB	A	BB	A	BB	A	—	—
Fowler	—	—	—	—	BB	A	BB	BB
Garner	BB	BB	BB	BB	BB	BB	BB	BB
Glasgow	BB	A	B	BB	—	—	—	—
G.O.	BB	A	BB	A	—	—	—	—
Gray	—	—	BB	A	BB	A	BB	A
G.W.W.	—	—	—	—	BB	A	—	—
Hart Parr 30	B	A	—	—	—	—	—	—
Holt Caterpillar (Model 45)	—	—	BB	A	BB	A	BB	A
Happy Farmer	—	—	—	—	B	A	B	A
International Junior	BB	A	A	A	—	—	—	—
Kingsway	—	—	—	—	B	A	—	—
Lightfoot	—	—	BB	A	BB	A	—	—
Martin	BB	BB	BB	BB	BB	BB	BB	BB
Mogul	—	—	BB	A	BB	A	BB	A
Monarch	BB	A	—	—	—	—	—	—
Moline (Universal)	BB	A	BB	A	BB	A	BB	A
Moseley (Illinois Super Drive)	B	A	B	A	B	A	A	A
Omnitractor	—	—	BB	BB	BB	BB	BB	BB
Overtime	A	A	A	A	A	A	A	A
Parrett	B	A	—	—	—	—	—	—
Pavesi	BB	BB	—	—	—	—	—	—
Petter-Maskell	—	—	BB	BB	BB	BB	BB	BB
Pick	BB	A	BB	A	—	—	—	—
Samson	BB	A	—	—	—	—	—	—
Samson Sieve Grip	—	—	—	—	—	—	B	A
Service	BB	A	—	—	—	—	—	—
Sandusky	—	—	BB	A	BB	A	BB	A
Simar	BB	A	—	—	—	—	—	—
Somua	BB	A	—	—	—	—	—	—
Saunderson	BB	A	BB	BB	BB	BB	BB	BB
Square Turn	B	A	—	—	—	—	—	—
Timesaver	BB	BB	—	—	—	—	—	—
Titan	BB	A	BB	A	BB	A	BB	A
Twin City, 12-20	BB	A	—	—	—	—	—	—
Utilitor	A	A	—	—	—	—	—	—
Victoria	BB	A	BB	A	BB	A	—	—
Wallis Cub Junior	BB	BB	BB	A	BB	A	—	—
Weeks-Dungey New Simplex	BB	A	BB	A	BB	A	BB	A
Whiting Bull	—	A	B	A	B	A	—	—
Wyles	BB	A	BB	A	BB	A	BB	A

THE DOMESTIC USES OF GAS

I.—"BUILT-IN" GAS GRATES.

ATTENTION has recently been drawn to a novel and —as many architects and builders consider—valuable suggestion put forward by the gas industry; and it is somewhat remarkable that this suggestion, coming from such a source, though having an intimate bearing on the use of gas as a fuel, is really one which more materially concerns the actual construction of our houses, as it specifically voices a theory which, if widely accepted and adopted, would effect a very great alteration in the normal method of building.

As applied to housing schemes, the suggestion is that gas fires of what are known as the "built-in gas grate" or "gas interior" type should be installed instead of coal grates in all rooms except the living-room, *i.e.*, all rooms that are intermittently heated, in which category would be included the parlours and all bedrooms; and that these gas grates should be fitted to flues constructed within the thickness of the wall. A material reduction in the cost of building would in this way be effected, as considerably less labour would be required and the number of bricks or the quantity of concrete used would be very much less than would be the case if coal grates were installed and ordinary coal-fire flues constructed.

As far as can be traced, nothing public occurred which might be considered to have a bearing on the new system till the year 1911. Till then, however admirable the design of the gas fire might be and however satisfactory its heating efficiency, the



A "BUILT-IN" GAS FIRE IN A BOUDOIR.

effect was spoiled by the fire being fixed almost always in front of a coal fireplace, with the design of which it probably clashed.

About eight years ago, however, when the number of gas fires fitted was enormously increasing, a type of apparatus called the "built-in" gas grate was introduced, and the gas industry began continuously to advocate that type. It was adopted in quite a number of instances, two examples which may be quoted being the town house of Mr. Leonard Stokes, the well known architect, who had "built-in" gas grates constructed to his own design, in every room except one, in which was a coal fire; and St. Stephen's Club on the Embankment, where, after a fire had taken place and the premises were reconstructed, "built-in" gas grates were installed instead of coal grates in all the members' bedrooms.

The gas stove manufacturers and the gas industry had thus reached the position of persuading architects and builders here and there to fit gas grates to the openings and flues usually prepared for coal grates.

The new system, however, a considerable advance towards the inevitable coalless house, appears to have patly originated in connection with difficulties and disadvantages encountered when fixing gas fires to existing coal-fire flues. For example, in some cases of down-draught it is customary to close in the fireplace with some suitable material behind the gas fire, and to fix one or more lengths of flue pipe to the fire so as to discharge the products of combustion well up the chimney; while at the roof end the 8in. chimney pot is reduced by fixing a cap over it, with a flue pipe through it of a similar area (usually 4ins.) to that used on the fire below. This pipe is carried, say, 2ft. downwards through the chimney pot, and 2ft. upwards above it, with either a plain cone, a Brassington cowl, or, in extreme cases, a revolving ventilating cowl on top of all. This has the effect of reducing the flue area at top and bottom to about; 13½ sq. in. but the brick flue area between is still 9ins by 9ins.—81 sq. ins. The reasons for this arrangement are: (1) The smaller flue is all that is necessary to remove the products of combustion from the gas fire; (2) reducing the flue area reduces the volume and power of the downward current of cold air and makes it more easily possible for the warm ascending gases to overcome this tendency.

Cases have occurred where the down-draught was so bad that 2ft. lengths of flue pipe have been fitted together one at a time, lowered down the chimney through the pot, and the flue outlet of the gas fire joined up from below by some more flue pipe of the same size, the *whole* of the flue area being thus reduced to the correct size for the gas fire.

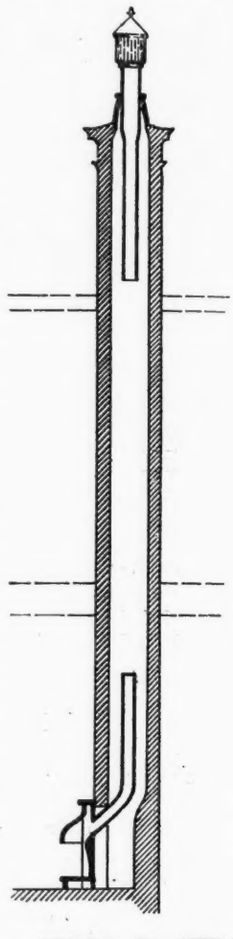
Such cases as the above-mentioned caused representatives of the gas industry to ask why flues of the requisite (and only the requisite) area should not always be built to accommodate gas fires in rooms intermittently heated. A gas fire does not need such a large flue area as a coal fire because the products of consumption are vaporous and do not contain the solid matter that coal smoke contains, and the flue area always remains the same size, not being reduced by soot.

The restrictions on ordinary building operations by reason of the war put a stop to the development of the new system. In 1914, however, a notable installation of a "built-in" gas grate with what is now known as the economy flue was carried out in an operating theatre, built as an addition to a private hospital at 17, Park Lane, London. The structure was erected for the surgeon, Sir Arthur Shields, on the roof of the building. A 9in. by 4½in. flue was provided in the thickness of the wall, and the gas grate was fitted 6ins. clear of the floor in a slight recess. There was thus no projecting chimney breast and consequent encroachment on floor space.

Another case worthy of mention is that of some offices which were about to be erected in Moorfields in 1919 when the architect modified his plans and arranged to have gas-fire flues and gas grates throughout, instead of coal-fire flues and coal grates as originally intended. This change in the plans resulted in a saving of £180 in the cost of the building, and the addition of 96 sq. ft. of floor space and about 5,000 cubic ft. extra capacity.

At this time the Government housing scheme was being fully discussed. In face of the shortage and high cost of labour and materials, every endeavour was made to economise in construction. As one effort in this direction, the plans for a proposed housing scheme were amended on the suggested gas fire economy flue principle, and showed the following results:

Saving in cost of building, £30 per cottage.
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A METHOD OF CURING DOWN-DRAUGHT WITH A GAS FIRE.

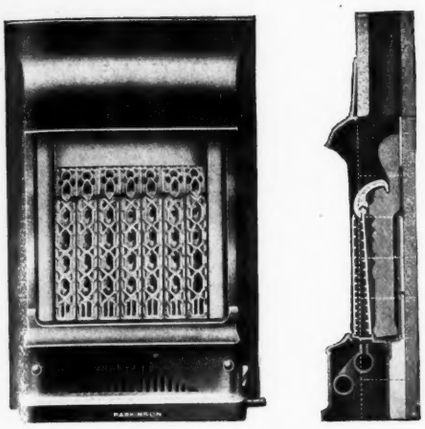
One thing specially worthy of notice is that coal fires are suggested by the gas industry for the living-room in Government housing schemes. Most of the tenants will be of the artisan class, and could not afford to pay for the gas consumed by a fire burning all day long. Some people might even say that working men cannot afford to pay for gas fires in other rooms. We must remember, however, that the average British working man is more prosperous than he used to be. He asks for, and, so long as he gives a fair day's work, is entitled to a share in a better life, to enjoy some of the advantages that people with more money have enjoyed in the past. Here then is a chance to provide an improvement, not only at no extra cost, but actually by saving money. As regards the cost of gas, for how many hours in a week is a fire used in the parlour, and for how many days in the year is it necessary? In the winter, perhaps for an hour or so one evening a week, and perhaps for a few hours on a Sunday. For such use a gas fire is cheaper than coal, because to-day a coal fire costs nearly as much to kindle as the gas costs for an hour's use. Incidentally, the over-burdened housewife is saved the bother of lighting the fire, and as there is nothing to clear up the next day the room is left clean. H. H. C.

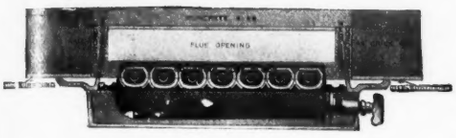
(To be continued.)

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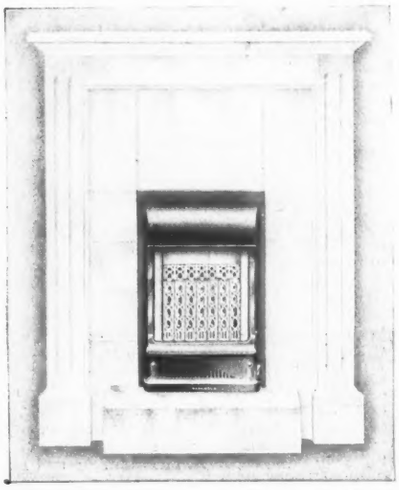
Have been specially designed for

HOUSING SCHEMES

where the flues are built in the thickness of the walls, thus obviating the necessity of building chimney breasts out into the room.

See article on p. lxxxviii. "The Domestic Use of Gas."

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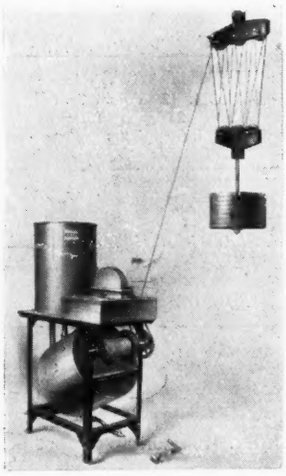
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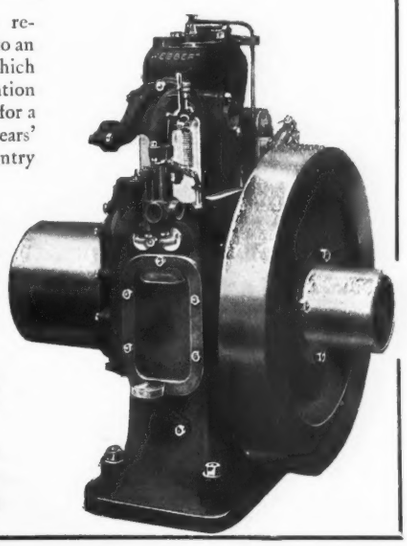
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FROM THE EDITOR'S BOOKSHELF

MR. BALFOUR THROUGH MR. RAYMOND'S EYES.

IN his biography of Mr. Balfour, Mr. Raymond has attempted a task which ought to have suited his witty and critical mind, but we doubt if anybody will be entirely satisfied with the study which he prints under the title of *Mr. Balfour : A Biography* (Collins and Son). The facts about Mr. Balfour are simple and well known. He is the son of a country gentleman and a lady who united in herself all that was best in a lady bountiful with a considerable amount of class prejudice of which she remained unconscious. His education and training were correspondent to his circumstances. He grew up clever, not very emotional and more than a little inclined to cynicism. He had a fastidious horror of growing fat, which probably was his salvation as it induced him to take up many outdoor sports and pastimes that otherwise he would have neglected. He was a deer-stalker in his time. He is almost entitled to the credit of having revived golf as a modern pastime, and he plays absolutely good tennis. Thus the rather delicate youth developed on much better lines than might have been expected. Mentally he is much inclined to the study of metaphysics. The greatest work that he leaves behind him is a book called "The Foundations of Belief." Politics he played as a game. His weakness as a statesman is that he never devoted himself heart and soul to any great reform or question of the day and was occupied far too much with the fortunes of the party which he led so well for many years. He had several opportunities of achieving greatness but just stopped at the brink of doing so. The first was in Ireland. Many thought when he became Secretary that the fastidious and elegant young man would break down more quickly than his predecessors had done. Mr. Foster and Sir George Trevelyan and all others who had held the post immediately before him came out looking grey and aged. Arthur Balfour throve enormously where they had nearly perished. He at once developed a grit and strength which seemed to give good augury of a great future. The first plank in his programme was an enforcement of the law, and the touch of Cromwell with which he carried it out earned him the sobriquet of "Bloody Balfour." But when exceptionally hard times came to the Sister Island he, without the detectives and policemen who had guarded other Secretaries, accompanied by his sister, made a pilgrimage of the congested districts and won the goodwill of everybody It was all summed up in an answer of an Irishman asked to whom a light railway was due: "Bloody Balfour : God bless him"; and still in the West of Ireland that blessing is called down upon him. If Arthur Balfour had conducted the Irish question with the determination and perseverance of which he was capable there would not have been the same disturbance that there is to-day. But he changed his venue and was succeeded by his friend and secretary, George Wyndham. The latter entered upon his task with both intelligence and enthusiasm. Undoubtedly he had the support and sympathy of Mr. Balfour in private, but not at the moment when it was most required. Mr. Raymond, who cannot be accused of lacking appreciation of his subject, says "Mr. Wyndham sacrificed himself to the party Moloch. Mr. Balfour accepted the sacrifice." In the words of Mr. Blunt, "George has been several times, and has explained to me all his Irish story. He has sacrificed himself to party necessities and his devotion to Arthur Balfour." It was not the only occasion on which Mr. Balfour proved cold to his dearest friends. As Wyndham remarked, "he knew there had been one Ice Age and believed there would be another." The second great controversy in which he was engaged was that about Tariff Reform inaugurated by Mr. Chamberlain. Here his attitude was very much like that of the "cat i' the adage," letting "I dare not" wait upon "I would." He blew hot and cold till the very end, when his declaration of his belief in Tariff Reform was perfunctory. When this issue was sprung upon the country by Mr. Chamberlain, Arthur Balfour was at the apex of his fame and influence. Had he risked a little more and taken a determined line one way or the other he might have estranged a few friends here and there but would have effected a very great change in the fortunes of the country.

The Art of Lawn Tennis, by W. T. Tilden. (Methuen, 6s. net.)

ALAS! that Mr. Tilden's book should be published at the end of the season. To read it makes us fret to be out on the courts again to put into practice some of our newly acquired knowledge. There is so much to be done: mistakes to rectify, shots to practise, theories to test, hints to put into operation. The book is written by an enthusiastic player of tennis for enthusiasts. "Tennis," says Mr. Tilden, "is a game that pays dividends all your life." And for those of us who have not accomplished at tennis all that we would, Mr. Tilden sounds a note of encouragement: "tennis players are the product of hard work. Very few are born geniuses at the game." The first chapter is addressed to the novice. In it the writer strongly emphasises the first principle of the game: "Keep your eye on the ball;" and again, "the eye must be kept on the ball until the moment of striking it." He drives this home with a few telling statistics: "about eighty-five per cent. of the points in tennis are errors, and the remainder earned points. . . . Fully eighty per cent. of all errors are caused by taking the eye from the ball in the last one-fifth of a second in its flight." Grip, footwork and stroke are dealt with, followed by chapters on the drive, service, the volley and overhead smash, till we come to "Tennis Psychology." This chapter is packed full of good things, and gives the reader a clear understanding of that "something" in tennis which makes it a game of such extraordinary fascination. "Tennis psychology is nothing more than understanding the workings of your opponent's mind and understanding the mental effects resulting from the various external causes on your own mind. . . . You cannot be a successful psychologist of others without first understanding your own mental processes." Mr. Tilden works this out and gives many interesting illustrations. He describes various types of players. "A steady, phlegmatic base-line player is seldom a keen thinker. If he was he would not adhere to the base-line." Then there is the other type of base-line player "who prefers to remain on the back of the court while directing an attack intended to break up your game. He is a very dangerous player, and a deep, keen-thinking antagonist." Another

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CROQUET as played in the back garden is an extraordinarily different game from that played by Mr. Locock and other first-class players. The latter game may seem at times just a little bit solemn. The present writer once watched a championship match between two famous lady players. The balls were running contrarily: each of the ladies was on the verge of tears and each had a sympathetic mother or aunt to whom she retired at the end of a break to bemoan herself. Doubtless this was an exceptional match. At any rate there is nothing tearful or solemn about Mr. Locock. He has a pleasant, easy style and writes with both humour and fancy as well as knowledge. He is commendably terse, and gets a great deal that is both interesting and valuable into a small space. There is an especially good chapter on "Four Ball Breaks," illustrated by diagrams and taking the player through his break step by step. There is a good deal of similarity between croquet and billiards. As Mr. Locock says: "In one respect the breaks of first-class croquet and billiards players resemble each other; each of them is or should be a succession of easy strokes—none of them made in quite the easiest way, since position for the next stroke, and even for subsequent strokes, must always be played for." The ordinary, light-hearted croquet player perhaps may demur a little at the statement that the actual strokes are easy, but it is at least certain that he will find them a great deal less difficult when Mr. Locock takes him by the hand and gently shows him how to make them. Moreover, he will discover all sorts of beauties in the game, just as he might in billiards, which he never before suspected. And if he feels too frivolous for the most strenuous form of the game, Mr. Locock will teach him how to play French croquet or crazy croquet or golf croquet, which he will find by comparison extremely soothing.

The Yellow Poppy, by D. K. Broster. (Duckworth, 9s. 6d.)

IT is our misfortune that novels dealing with French history of the sixteenth century have been written too often by prolific and facile pens, *abbés*, *émigrés*, the guillotine itself being dragged in as stage properties to suggest the proper local colour. Though we have detected little or nothing in *The Yellow Poppy*, at which even our irritable sensibilities could cavil, and, on the contrary, have found many evidences of patient research into the less known history of the time, we still wish the author had been able to choose some other setting for her novel. In the nature of things this was impossible, for the story Miss Broster has to tell is that of the Duchesse de Trélan, who became, after the world supposed her to have shared the fate of the Princesse de Lamballe, *concierge*, for the Directory, of her husband's seat, Mirabel. The Duke, meanwhile, having taken shelter in England, is alive, but believes his wife dead. His marriage had been, from no fault of his wife's, an unhappy one, ending in separation, and the news of her fate at the hands of the mob, and his self-blame in that he had not been there to share it with her, or to save her, has brought him to his senses. Late in the day as it is, he tries to make his life something more than the butterfly existence which so bitterly disappointed her in him, and as the Marquis de Kersaint he becomes a leader of the Chouan forces in Finistère. How the husband and wife come together again for a few golden days, happier to both than all their former life of splendour and security, is very beautifully told. There is much more in the book than this—a duel, a splendid fight, one against many, a search for missing treasure—but what we have roughly sketched is the spirit that makes these, that might so easily prove dead bones, living parts of one of the best historical novels we have read for some time.

Lady Lilith, by Stephen McKenna. (Hutchinson, 8s. 6d.)

DOUBTFUL situations have ever been responsible for easy, although short-lived, notoriety; and we hear so often of a facile pen, cloaking a writer's ill temper and inexperience, being mistaken for deep penetration and insight into the springs of character and human frailty. *Lady Lilith* is a good book in only one particular: that being its brevity! The author would have us believe that he is writing a psychological novel but he is completely ignorant of the ordinary motives of any action. From a single stratum of society he has drawn his characters, and is either incapable or too idle to see beyond their superficial exteriors. Their passions are obvious, their virtues insincere, and as the result of a certain morbidity on the part of Mr. McKenna the whole book is colourless, hopeless and unlovely. He has no love of humanity and so never troubles to understand it. He is hopeless even to the point of making the gullible reader depressed. We are not a little upset also at the absence of genealogical tables attached to the flyleaf. In "Sonia" we are introduced to the girl who became married to an O'Rane in "Sonia Married," the indifferent sequel. Now we see O'Rane at Oxford again, and another hero falling in love with a Lady Barbara Neave, a friend of the aforesaid Sonia, together with a whole galaxy of artificial, according to Mr. McKenna, nobility. It is baffling! However, at last our effort is rewarded by the relief of having come to the end.

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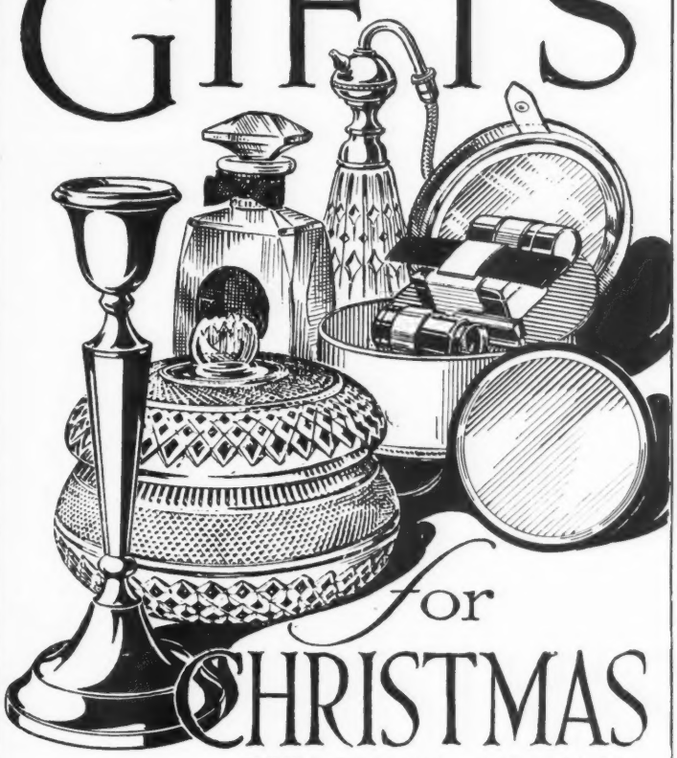
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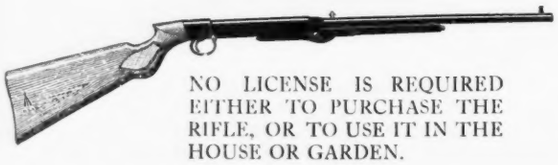


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THAT dress, at its best and most seductive, grows more mysteriously beautiful every day must be apparent to the dullest intelligence. I use the word 'mysteriously" advisedly, since it is almost impossible to define wherein lies the attraction of the many studiously simple gowns worn. It is difficult to believe that a touch of embroidery, some unusual girdle, or even the high collar with its accompanying *lingerie* frill, can account for the *chic* appearance of these demure dresses, and of a fact these are not by any means wholly responsible. They play a part merely in a perfectly considered whole that includes every single and most minute item of the toilette. A wrong brooch, pendant or chain of beads may prove a blot on the escutcheon; and even more certain to spoil an otherwise well considered harmony are badly chosen shoes, stockings, indifferent gloves, or a reticule too frivolous or too severe, as the case may be, together with that host of other little things that to-day mean so much.

A propos of shoes, Paris still continues to countenance the most frivolous and fragile footwear with outdoor attire. Even the tailor-made is not exempt, the most studiously quiet suit of duvetyn, *velours de laine* or gabardine frequently being worn with the thinnest and lightest of strap shoes and the most transparent of silk stockings; while veritable dance shoes, mere sandals in some cases, are considered quite *de rigueur* with afternoon frocks, and these last in a way have more reason, since they might conceivably be donned in view of a possible *thé dansant*.

It is regrettable, of course, and contrary to all the canons of fine artistic taste, but our feet are inclined to be rather too conspicuous just now, due to the temptation to indulge in strange vagaries. Light crocodile shoes worn by any woman who takes more than sixes are always a sad error of judgment and, except they are absolutely in harmony with the dress, it is open to question whether even grey suède are suitable. Of course, something depends on the shape of the foot. One well shaped, with arched instep and slim, even though running to a full six, can often carry off an extravagantly shaped and coloured shoe, always provided, of course, it is supplemented with a Louis heel. One thing is certain, only high-heeled footgear can be worn with the more *habillé* type of short, tight skirt for town. Once a flat-footed appearance is suggested adieu to a *chic* appearance; whereas in the country or on the golf links, although only low, wide heels are appropriate, one frequently, alas! sees transgressors, very blatant transgressors, in high heels when merely a walk round the golf links is contemplated.

Personally, I love the new long vamp shoe, guiltless of all decoration. Technically known as the Greek shoe, these finish with a pointed tab of varying depth, and express the epitome of smartness in nigger brown crocodile or deep chrome, brown or black glacé.

As was early prophesied in these pages, a great deal of brown is being worn this season, the range including dead leaf tones, a shade that is not quite nigger, bulrush, seal, moth's wing and a golden beech leaf tint that is especially lovely in velvet. There is always, of course, a certain velvety texture and bloom about duvetyn and *velours de laine* which throw up unexpected lights in these sombre *nuances*.

As the cold strengthens, the demand will certainly grow for high-necked, long-sleeved frocks of duvetyn, *velours de laine* and, I hear from one authoritative source, of corduroy velvet in tender neutral shades asserting its charm in this connection. A more reasonable, sensible move than this on the part of our arbiters of fashion one could not possibly desire, for, even if the severe winter promised does not materialise, an ordinary English one of damp and fog suffices to make us all long for warm clothing. Also, though the coal strike is over, the cost per ton of coal is pretty serious. Furthermore we are all discovering that knitted and tricot materials are not impervious to wind, cold and damp. A wool knitted frock or jumper sound far warmer than they actually are; in fact, there are multitudinous reasons and justification for the indulgence in such a really reasonable possession as the model illustrated.

This gown, in addition to its practicability is *très chic*. Bulrush brown duvetyn is the suggested material, and the picture reveals how straight swinging panels impart a distinctive silhouette to the side hemmed with a band of smoke grey fur. A narrower band of the pelt serves, moreover, to enhance the length of the charming blouse bodice that back and front has three well pressed box pleats introduced to break the severity. Another small arresting detail, not visible in the sketch, being the slight parting of the fronts below the high collar, this ceasing midway down and thus arranging a front entrance under particularly decorative auspices.

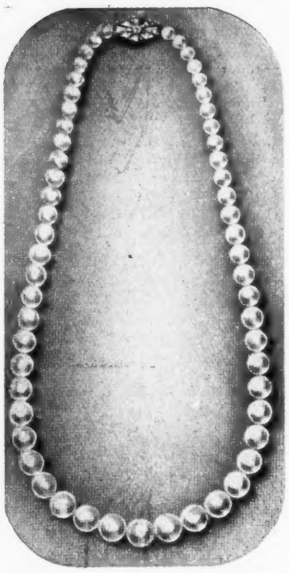
For the accompanying *chapeau* brown panne would be suitable, its soft crown embroidered all over with dull silver and bronze metal threads, a smart feathery fantasy plume posed right and left, the one emerging from beneath the brim and the other from the crown; the more extravagant the angle nowadays the more modish it is accounted. L. M. M.



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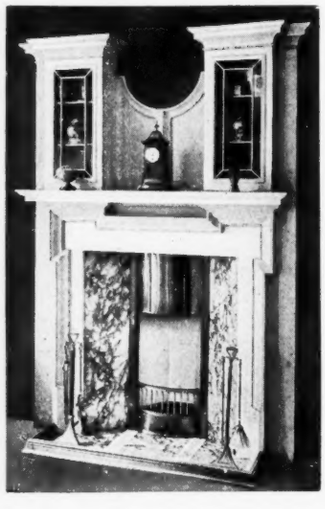
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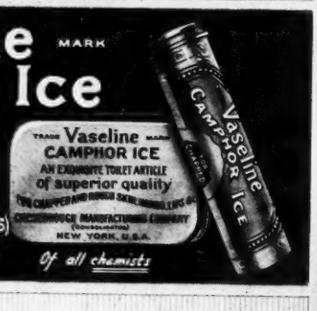
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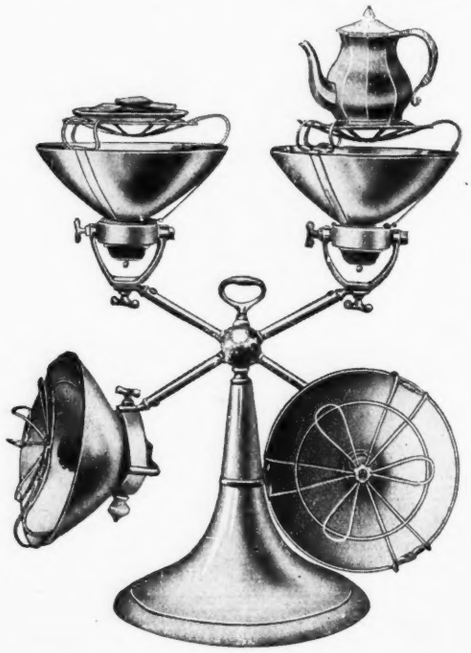


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THE "MAGNET" FOURWAY PEDESTAL HEATER.

can have their correct pattern. The Model "A" Art Metal electric fire—a new design—is particularly attractive. A development specially to be noted is the device known as the "Magnet" Pedestal Electric Heater. It is made with one, two, three or four units—the Fourway Heater being illustrated here—and is as well adapted for all the smaller domestic cooking operations as an open fire. For toasting, boiling, frying, stewing and so on, all that is necessary is to manipulate a thumb-screw, and each of the units is ready for instant use. The device is, moreover, most economical in current consumption, and the principle on which it is constructed enables it to warm the occupants of a room without making the air too dry. A full range of these heaters in various finishes can always be seen at the showrooms of the General Electric Company, Limited, whose Head Office is at 67, Queen Victoria Street, E.C.4, and at all their branches.

MESSRS. DRAKE AND GORHAM'S ANNUAL MEETING.

The speech made by the Chairman at the annual meeting of Messrs. Drake and Gorham, the famous firm of engineers, held on November 4th contained much that will be of interest to readers of COUNTRY LIFE. The profit of £23,017 is about £4,000 above the average for the three years, 1917 to 1919, and this is after reserving £1,819 for further depreciation of Stock Exchange investments and about £900 for interest on bank overdraft. The firm's turnover has increased enormously, and the orders in hand on July 1st, 1920, give every indication of a continued expansion of business. Had funds been available, however, the expansion might have been still greater, as it was found necessary to refuse profitable business on account of shortness of capital, which has not been increased since the inception of the company. It is therefore essential that further working capital should be provided, and the directors have decided to make an issue of £50,000 seven-year notes bearing interest at 10 per cent. and redeemable at 105. "As these notes," the chairman pointed out, "will yield nearly 10½ per cent. to redemption and are well covered, both as to interest and asset, they should be readily taken up." Anyone interested is invited to apply to the Secretary, at 36, Grosvenor Gardens, S.W.1. The Chairman, also, referring to important work which was entrusted to the firm by the Admiralty, explained that it included the internal equipment of what are known as "mystery ships," one of which was recently launched at Southwick. He also gave the names of many important firms and well known persons for whom work has been undertaken. A dividend of 10 per cent. was declared, to be paid at such time as the directors may appoint.

ENGLISH ELECTRIC AND SIEMENS SUPPLIES, LIMITED.

An amalgamation has been completed between English Electric Supplies, Limited, and the Lamp and Supplies Department of Messrs. Siemens Brothers and Co., Limited, and as from November 1st the business will be carried on under the title of English Electric and Siemens Supplies, Limited. The Registered Office of the firm will be at Brook House, 191 and 192, Tottenham Court Road, London W.1, and the Supplies Department, at 38 and 39, Upper Thames Street, E.C.2, will be retained.

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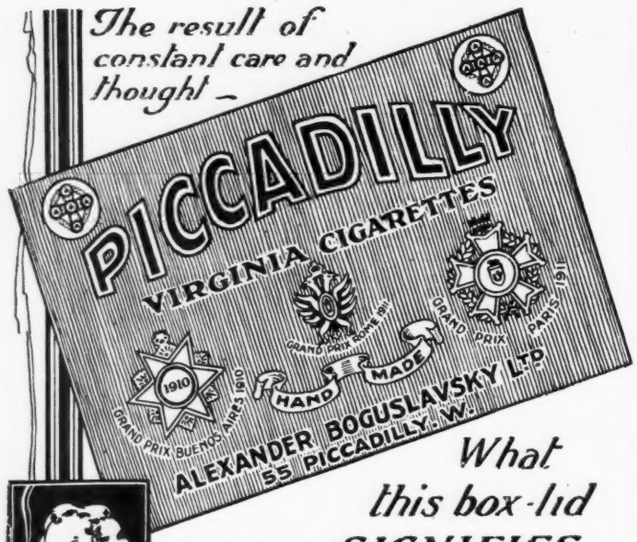
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ORIENT STUDIO

SOME TESTS WITH COOPPAL POWDER

BELGIUM'S recrudescence as a manufacturing country is exemplified by deliveries to the English market of Cooppal powder and of cartridges loaded with the same. The agent on this side has forwarded a set of samples, for which he solicits a trial at the Perivale Testing Range. They comprise two sorts of complete cartridge—one of ordinary length, the other of the pigmy persuasion, in this instance christened Lilliput; also a tin of powder to load, test and generally play about with as fancy may dictate. In addition to the above samples are a couple of boxes of cases made especially of Cooppal powder by Explosives Trades, Limited.

Cooppal powder is distinctly interesting from the technical standpoint, since it belongs to the condensed variety, yet, unlike ballistite, contains no nitroglycerine; that is to say, a nitrocellulose powder granulated in the form of square leaflets, and in the past much esteemed by its patrons. There is a distinct possibility that powders of this class may in the future come into extensive vogue in association with what is known as fixed volume loading; that is to say, the wad over the powder does not rely for support on the powder, but rests on a projecting lining, the powder thereby occupying an allotted space which is independent of the amount of wadding used in the loading.

The two ready-loaded samples of Cooppal-loaded cartridges may now be dealt with. The first, of ordinary length, contained just short of 32 grains of powder and a full 1 1/16ozs. of shot. In the proof gun it gave mean readings of pressure, recoil and velocity as follows:

2·19 *tons.* .. **9·30***ins.* .. **1,065***ft. per second.*

The behaviour is standard, and may therefore rank as a basis for considering the other results which follow. The next sample was the short cartridge; that is, ordinary contents filled into a case of only 2¼ins. length, and therefore hardly exceeding 2ins. in the loaded form. These cartridges contained 30 grains of powder and a full ounce of shot. Results were:

2·35 *tons.* .. **9·57***ins.* .. **1,077***ft. per second.*

Really this is a closer approach to perfect results than before, inasmuch as the full 3 tons standard of pressure has been realised. The 2·19 tons of the previous series will do the work, but 3 tons provides a greater margin of certainty.

My next effort was to load some of this powder into Cooppal cases, as supplied by Explosives Trades, Limited, and bearing Nobel, Glasgow, as mark of origin. They are of the cone-base type; which is to say, that the interior is built up so as to provide the exact accommodation required by the powder and no more. I charged them with 33 grains of powder before my attention had been drawn to the greater suitability of 28 grains. Results were:

2·23 *tons.* .. **10·12***ins.* .. **1,127***ft. per second.*

For those who like a very high velocity and do not mind the resultant recoil, here is a cartridge which will realise their ambitions at an extremely moderate range of pressure. Normal loading with 28 grains of powder and with alternative shot charges of 1 1/16ozs. and 1oz. of shot was next proceeded with. Results were:

Shot **1 1/16***ozs.* .. **2·16** *tons.* .. **9·43***ins.* .. **1,091***ft. per second.*
,, **1***oz.* .. .. **1·98** ,, .. **9·11** ,, .. **1,081** ,, ,,

The former gives us a fair reproduction of standard conditions, subject to the qualification that the velocity is in full measure, this being nevertheless the grade of velocity associated with some of the most popular powders on the market. The 1oz. load exhibits rather a low pressure, but as the individual results, of which the above is the average, were very regular, no exception need be taken. Recoil is as low as the lessened shot charge and low pressure would lead one to expect, and velocity quite good, though a full 1,100ft. per second would be better, bearing in mind that the light shot charge was present. This powder is also recommended for use in ordinary flat-base cases, its condensed bulk requiring that the surplus space shall be filled by adding a 3/16in. feltine to the standard combination of wadding used previously. In an E. B. Nitro case the results were:

2·37 *tons.* .. **9·41***ins.* .. **1,026***ft. per second.*

This result, again, is quite good, its particular character being a slight deficiency of velocity, a deficiency which could no doubt be corrected by using 30 grains of powder instead of the 28 grains which was found to be appropriate for the special cone-base cases. There is not much more to say, perhaps, than that this series of tests proves that the modern powder and cartridge, unless guilty of some positive fault, is bound, given reasonable attention to the loading, to achieve the order of result which spells efficiency to the sportsman.

Cooppal by the above and other tests, which I have not thought necessary to include in the recital, certainly proves itself thoroughly qualified to appeal for patronage. MAX BAKER.

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THE DOMESTIC USES OF GAS

BUILT-IN GAS GRATES.—II.

IF proof be needed that it is wasteful to instal coal grates throughout housing schemes and that the tenants would welcome gas fires, it is only necessary to mention that in the Government scheme at Well Hall about 1,300 houses were completed in 1916 with coal grates throughout, and no gas fires installed; and already the gas undertaking has supplied and fixed more than 1,000 gas fires (for which tenants have had to pay), and 1,000 coal grates are simply being used as unsuitable backgrounds for them. Could anything be more uneconomic?

A few details regarding some methods of building the new flues may be useful. These details refer to houses of the Government housing scheme type, but, with certain modifications as regards thicknesses of walls, they apply also to better-class houses.

The houses will usually be built in pairs or blocks, and the gas fires will be mostly fitted to flues in "party" or "partition" walls, but some, of course, will come on side (exterior) walls. The flues to be constructed in the thicknesses of the walls should be of an area of, say, 20 sq. ins. (never less than 18 sq. ins.) for gas fires up to 10ins. wide fire front, and correspondingly larger areas for larger sizes. The method of constructing these flues is, of course, a matter for the architect and the builder, but the shape and the width and depth will be to some extent governed by the thickness and character of the walls in which they are built. In a better-class house with thicker walls some architects may leave out a brick, thus providing a shaft 9ins. by 4½ins., which is ample for the largest gas fire made—one suitable to heat a very large room. In any case, the smallest flue mentioned, with an area of 18 sq. ins., provides a good margin beyond the area of the 4in. pipe equal to 13½ sq. ins. adopted in the tests which Dr. J. S. Owens made to determine the size of flue necessary to carry away the products of combustion. When the area of the flue is determined solely on this latter basis it would seem to be an excellent plan to build a second shaft in the wall solely for ventilating purposes, such shaft to have an opening at ceiling level. If this were done the ventilation of the room would be to a great extent dissociated from the fire flue and the old (and erroneous) principle of depending upon this one shaft to carry out two duties, (1) the removal of products of combustion, (2) ventilating the apartment, would be abandoned. The coal fire flue was not originally designed to ventilate the room, but to remove smoke, though in most houses during the winter, if windows and doors are shut, it is practically the only means of ventilation. If this suggestion is not adopted, it would of course be necessary to have a larger margin than that mentioned for the gas fire flue—say, 27 sq. ins. for a gas fire with 10ins. wide fire front, which flue would be adequate both for removing the products of combustion and ventilating the room; but the other arrangement is the ideal one, and would much improve the healthfulness of our houses.

In a room being thus treated, a space suitable to the size and type of fire to be fitted should be provided in the wall, in which space the back casting of the fire should be recessed with brickwork or a concrete slab behind it, the thickness of which would be decided by the depth of the wall. The fire should be fitted back to the brickwork or slab and tied to it in some manner—say, by hook and eye fastenings, or by wires cemented in the brickwork or slab and tied through suitable slots or other provision in the "built-in" fire. In Government housing schemes a tiled surround and some cheap form of plain wood finish, with perhaps a mantelshelf, may also be provided, but this is a matter for the architect. Above the flue outlet of the gas fire a shaft would commence and would be carried (with the usual ramp, if needed) to the roof level, where it would be terminated in some suitable manner—by a chimney pot or otherwise. As the flues are of such a reduced size compared with ordinary coal fire flues, exception may possibly be taken to the slightness or apparent weakness of the roof stacks—mostly of course when the flues happen to be in exterior walls. The suggestion has been made, therefore, that the shafts shall then be exactly as those constructed in party walls, but that when they reach the roof they shall be widened or corbelled out in order to make a substantial-looking form.

There is no difficulty in dealing with walls 9ins. thick and upwards, or with cavity walls, as flues of suitable dimensions can readily be constructed within them either with brick or concrete blocks. Even in a 4½in. partition wall (allowing for plaster, about 6ins. thick), in which a coal fire flue could not possibly be built, the shaft could be constructed of concrete blocks, containing within them an opening or openings of the necessary dimensions, to be laid in some such manner as that shown by the accompanying diagram, in order to bond in with the brickwork. The bottom or covering block just over the fire recess and the raking blocks would of course be wider than the others.

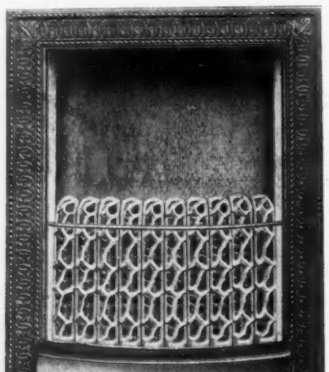
In walls only 4½ins. thick there could not be any brickwork behind the back casting of the gas fire, but a concrete slab of suitable size (say, 2ins. thick) could be made to go behind the fire to form a backing and to complete the partition wall in the room behind the one in which the fire was situated.

The Committee on Smoke and Noxious Vapours Abatement (appointed by Dr. Addison, Minister of Health) in their interim Report, recently issued, has said: "We are satisfied that domestic smoke, which is produced by the burning of raw coal, causes serious danger to health and damage to property. Moreover, the burning of raw coal is from the national point of view a wasteful proceeding. Not only are the valuable by-products of tar oils, ammonia, sulphur and cyanogen compounds lost, but, in addition, a large proportion of unconsumed fuel escapes in the form of soot, owing to inefficient appliances. . . . We are satisfied that gas cookers and gas fires are thoroughly hygienic when properly installed, and that they are more economical than coal fires for intermittent use. . . ."

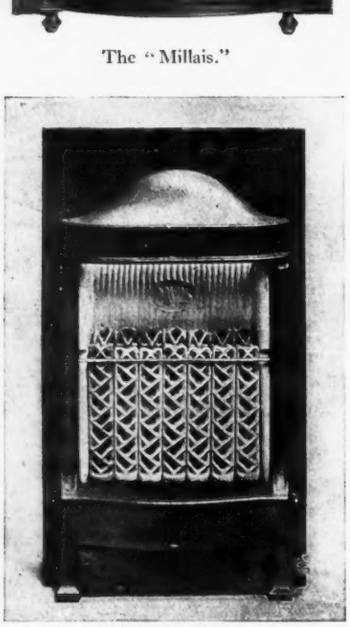
The new system set out in this article, if adopted, will undoubtedly meet the Committee's requirements satisfactorily, but the main factors in its favour are that a very considerable economy in cost would thereby be secured, to say nothing of the saving of labour and the absence of dust and dirt inseparable from coal fires.

It only remains to add that the system is making rapid strides, having already been adopted in a number of cases. At the Rowntree Garden Suburb, New Earswick, York, for instance, houses are being erected with gas fires and economy flues, with an estimated saving of £40 to £100 per cottage, and H.M. Office of Works are building economy gas flues in the Poplar Housing Scheme, London, and in a housing scheme at Broadmoor Asylum, Berkshire, and have embodied the idea in large blocks of flats to be erected in Shoreditch. A further example is offered by a block of flats, known as Addison House, in St. John's Wood, where seventy-eight "built-in" gas fires are being installed. As regards the last-named, if £40 to £100 can be saved on a Government scheme cottage, a very substantial sum can assuredly be saved on better-class residences or flats.

H. H. C.

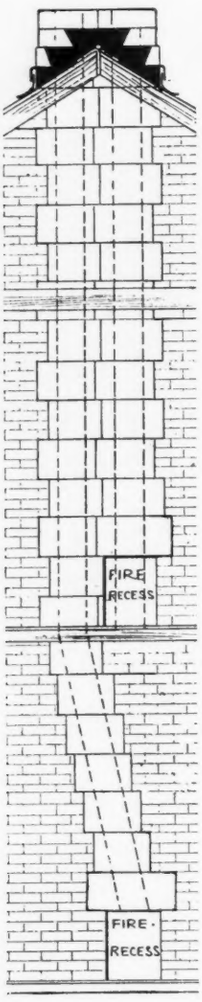


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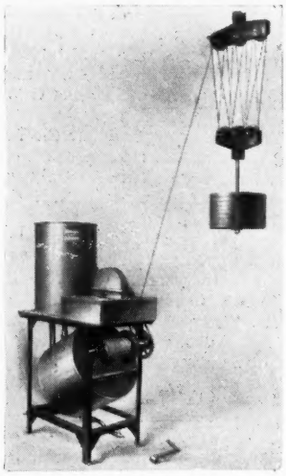
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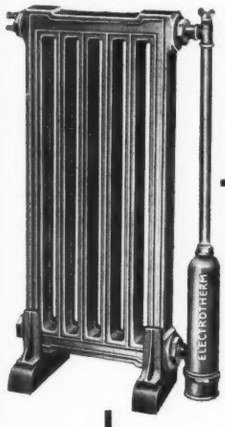
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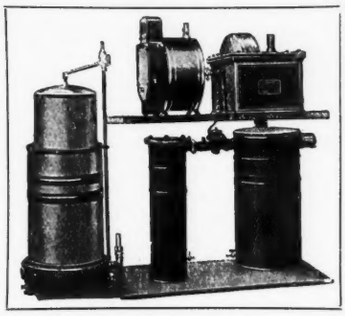
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A NOVELTY IN FOURSOME PLAY

I PLAYED at last week-end in a delightful two-day match by foursomes for the Oxford and Cambridge Golfing Society against Addington. It was something of a family party match, since half the Addington side were renegades trying to defeat their brethren of the Society, and I do not propose to enter into domestic details. The match was noteworthy, however, for what was, as far as I know, a novelty in foursome play. Those who apply to golf Mrs. Sarah Battle's views on whist may possibly not approve, but I cordially recommend it to the less vigorous.

Addington, as many people know, has six one-shot holes. All of them are odd numbers. For one partner in a foursome to take all six of these critical shots means a good deal of responsibility. In the course of two days he would have to take twenty-four. At the end his hair would be grey and his one longing would be to lash out with his driver in a hundred-acre field with no bunkers in it. It was, therefore, decided to take the tee shots in pairs. Partner A struck at the first and second holes; partner B at the third and fourth, and so on. The plan worked capitally. Everybody had some short holes to play, and the responsibility was reasonably divided. At the end of the first round Major Gordon Barry discovered that one partner had taken ten tee shots, the other only eight. This had not struck the rest of us; but then Major Barry once contemplated taking the mathematical tripos at Cambridge. The difficulty is not very material and, moreover, could be avoided. After the first sixteen holes, when A and B have each had their eight pairs of tee shots, A could drive at the seventeenth and B at the eighteenth and everyone would then be happy.

It is, perhaps, rather impious to tamper with the traditional order of play, but I think it was justifiable in this case and might often work well in others. Everybody likes to play the iron shot to one or two short holes, but it is also human to wish for an honest shoulder-opening drive with a reasonable margin of error. There are so many one-shot holes on modern courses and the architects make them so difficult with their sly and greedy little pot-bunkers, that the question is much more acute than it used to be. Once two short holes was the regulation number, because St. Andrews had two.

The whole question of tee shots in foursome play is rather an interesting one. In the most primitive form of foursome one player says to the other: "For Heaven's sake, partner, take the first tee shot; I'm sure to top it with all these people looking at me," and it is arranged accordingly. Generally speaking, however, there is on most courses a tradition that the better of the two players drives at certain holes; it may be the odd or it may be the even. As this tradition is founded on experience it is not lightly to be disregarded, but it should not be followed without a little thought. It may be, for instance, that the better player is supposed to strike at the odds, because at some of the odd holes a long carry is required from the tee. But in all partnerships the better player, whom we will call No. 1, is not necessarily the longer driver. The carries may have no terrors for No. 2. He can sail triumphantly over them. What he is afraid of is that narrow hole with trees on either side where the ball must be laid down between them; or that short hole, perhaps, where a full niblick will not quite do and he must play a half-iron shot—a thing he dreads like the plague. Or again, No. 2 may be short with wood and steady and straight with iron. Then by all means let him take the majority of short holes, and if tradition allots them to No. 1, let tradition be thrown to the winds.

I have heard it speciously argued that the better of the two players should be given the easier tee shots, nor is this nearly as foolish as it sounds. He should be tolerably sure of keeping on the course at those easier holes and that will be something; the couple will, at any rate, be on the fairway now and then. At the harder holes, perhaps, either the accurate or the inaccurate would be trapped; the accurate only just in the rough, the inaccurate in by yards. On some of our heathery courses one yard in the heather is often as bad as ten, and one may as well be hanged for a sheep as a lamb. Therefore, let the hit-or-miss partner take the death or glory holes and the steady partner make sure of keeping the ball in play at the more pedestrian ones. I do not say that this is sound doctrine, but it is worth considering.

It is curious how, in the most exalted circles, one partner in a foursome will have just one shot at one hole that becomes a nightmare to him. In the foursome tournament a little while back at Sunningdale, which Braid and Taylor won, there was one second shot which, I think I am right in saying, Braid never put on the green in four rounds. This was the second to the sixth hole. It was not a particularly difficult one, and Taylor always hit the tee shot bang down the middle of the course. However, the first time Braid played it he hit the most colossal iron shot and carried far over the green into the fir trees beyond. After that he always got a little hook on the shot and plump went the ball into a nasty pit full of rough grass above the green. It was consoling to find that even Braid could be a victim to that fatalistic feeling about certain shots, even though he could not teach us how to avoid it.

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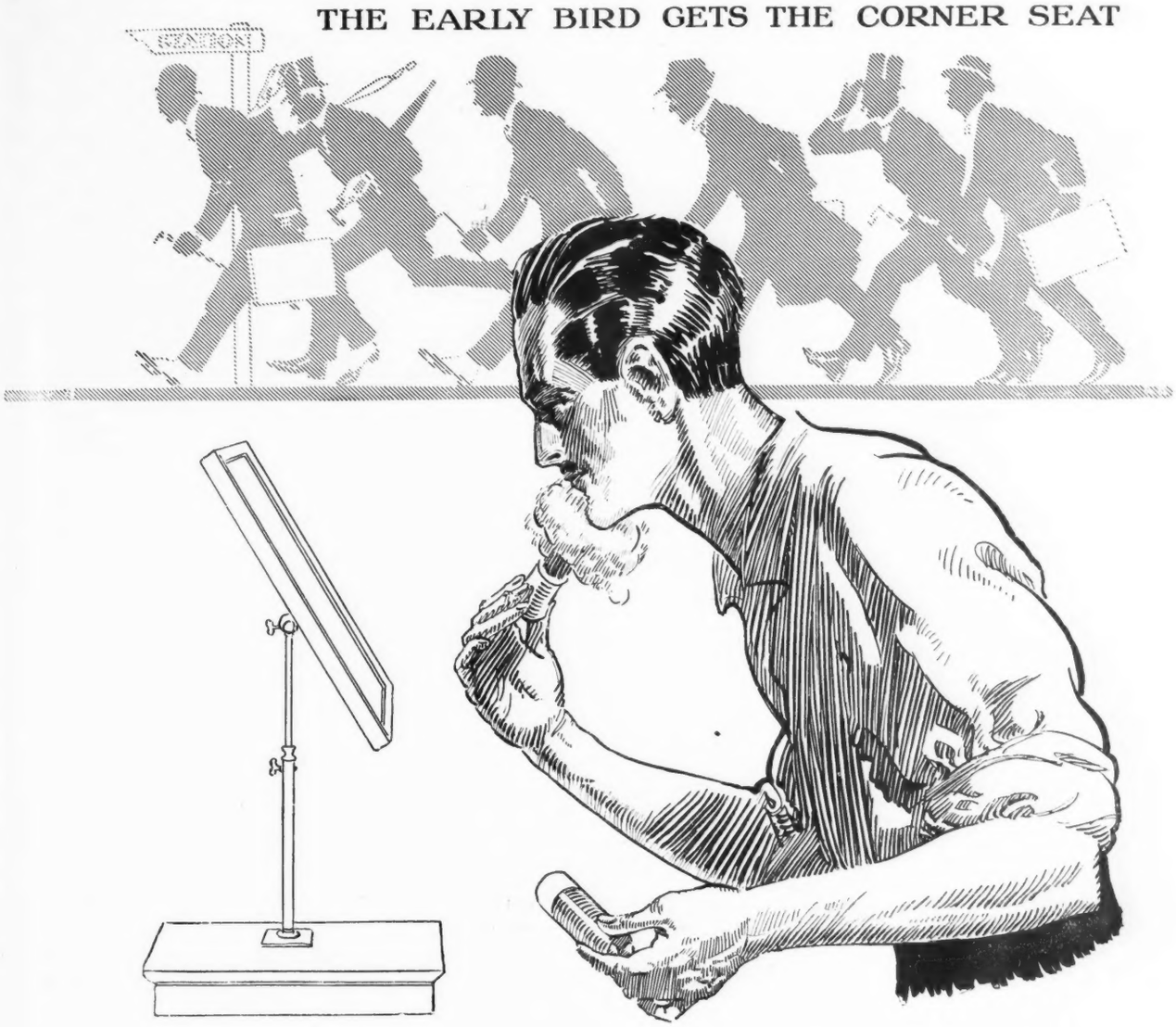
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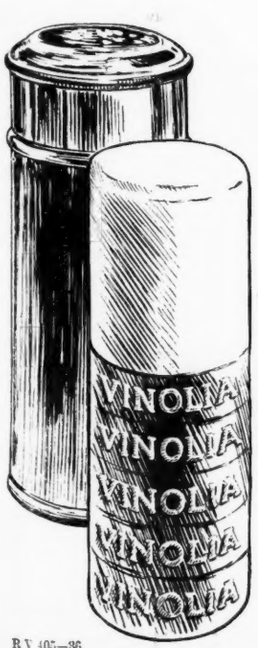
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THE IMPORTANCE OF EVENING MANTEAUX

METAL-EMBROIDERED LACES DYED TO TONE WITH THE FABRIC OF THE CLOAK. THE MANY VARIATIONS OF THE "LITTLE" FROCK.

IT is really quite an interesting experience to sit in the lounge of any representative restaurant or theatre just now and observe the many varying styles and exceeding beauty of evening *manteaux*. It is quite the exception to see two alike, and, although now and again one marks down some obviously home-made travesty, the majority represent the epitome of elegance and luxuriousness.

One does not very often find the really well dressed falling back on the all-round useful fur wrap, except, of course, this be of pure white ermine or chinchilla, or some costliness of that description. For the most part these affairs are fashioned of rich brocade, velvets, heavily fringed Canton crêpe shawls and the like. Much adept skill and adroitness is to be observed in the wearing of the last named, some electing to swathe themselves Spanish-wise in these elegant wraps, draped over one shoulder and under the other, which is a highly effective but somewhat chilly disposal for this treacherous climate; another fancy displaying the top rolled back to suggest a capuchin, the one side crossed boldly over and pinned on the opposite shoulder, some fur stole or animal imparting a seasonable and reasonable finish.

Only those, however, who have the gift of wearing clothes as they should be worn are advised to consider these shawls. For the others there is a very plethora of choice. Particularly charming is the creation of chiffon velvet, lined metal tissue and gauged at a low circular line at the back, so that when the fronts are drawn together a pouched effect is achieved. Of equally attractive *genre* are models of chiffon velvet mounted full on to a deep circular yoke that clips the shoulders, the latter cut in one with a large adjustable collar that can be pulled cosily up about the throat. A quite notable omission in the evening *manteaux* of the moment is the absence of the classic fur collar, an omission partly due to the cost of fur and partly to the extremely attractive alternatives of clever ruffles and collars.

The *penchant* for such *voyant* shades as malmaison pink, flame and orange, usually in chiffon velvet, still prevails for these wraps. And, curiously enough, these brilliant hues seldom seem to clash with any accompanying gown—probably because the latter are so many-coloured themselves that one more makes no difference, or else black. However, I am not going to be tempted to discuss evening toilettes this week, as something very special is to be revealed in our coming Christmas issue.

Also, waiting patiently to be described is the original offering of a theatre cloak. Of deep orange-coloured chiffon velvet, the deep flouncings are of metal-embroidered lace dyed to the same tone as the velvet, a great double ruche of orange *plissé* tulle finishing the neck. *A propos* of this same dyed metal lace, a great deal of it is being used, and the fact brings home the realisation as to the heights the dyeing industry has reached when such efforts are achieved successfully.

A particularly important item of the perfectly equipped wardrobe just now is the "little" *après-midi* gown for home wear or visiting. The leading *couturières*, indeed, are paying a vast deal of attention to the designing of these, and are calling to their aid some extraordinarily original and happy combinations of colour and materials. A veritable *chef-d'œuvre* seen at a recently established English depot of a famous Parisian *atelier* was composed of *tête-de-nègre* charmeuse for the skirt, the top of which was lightly traced over with an embroidery of small, curiously dull parti-coloured beads that left a general impression of tarnished gold. And this *recherché jupe* was mounted at a low line to a wonderful corsage of copper-coloured velvet, that in its turn was *appliqué* with *motifs* of the *tête-de-nègre* satin worked with the beads, and, furthermore, decked round the chemise-shaped *décolletage* and short sleeves with a finger-depth of mole fur; while another equally arresting creation was of raven's-wing blue charmeuse, trimmed grey Persian lamb, and worn with a wide hip sash of the satin lined with striped grey and flame-coloured satin. To see the wearer of these *chic* "little" frocks emerge from some sumptuous wrap of fur or one of duvetyn or velvet trimmed with fur is a sight to cheer the dullest hearts. And yet, such are the wide privileges of the hour, one sees side by side with these ultra-dressy appearances the very neatest and most precise of tailor-made suits, the latter being just as *de rigueur* for afternoon as morning wear, always provided they are brought into line with smart and what would have been considered a few years back wholly inappropriate shoes—strapped sandals of French kid or long vamp Greek *soulier* of bronze kid, accompanied by the very thinnest of silk stockings. Immaculate gloves, the last word in panne toques draped with some short, piquant veil, complete the approved picture of modish *chic*.

In the opinion of those who are interested in the psychology of dress, we are passing through one of those transitory periods that will eventually resolve into something exceedingly fine—probably finer than the world has ever known.

Although at the moment there are a certain number of regrettable extravagances and exaggerations, dress is nevertheless alive, vivid and unusually arresting. There is a great cult for colour and a far better appreciation of what constitutes good *ligne* than has ever been known; also the fact that the simpler the *ligne* the more elaborate and finer the construction.

L. M. M.

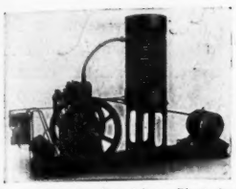


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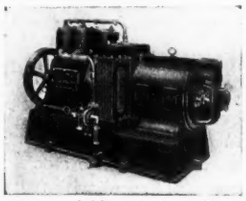
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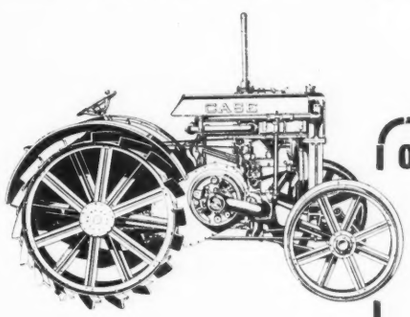
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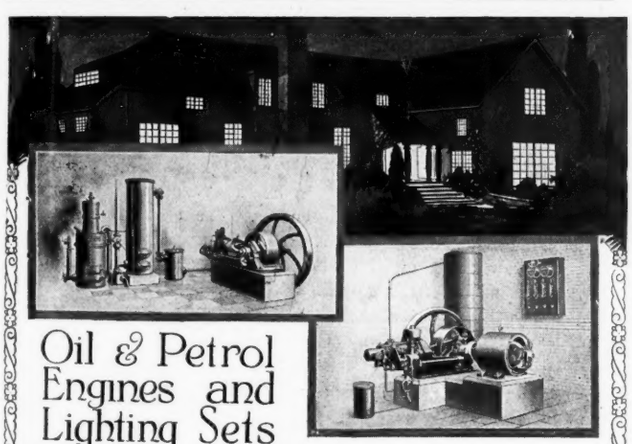


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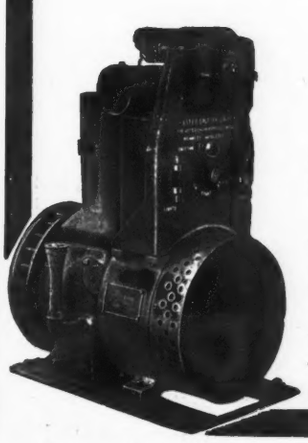
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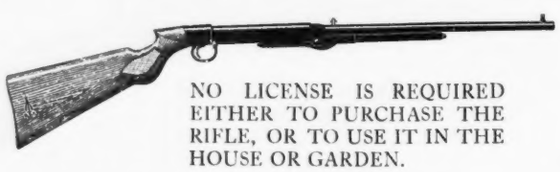


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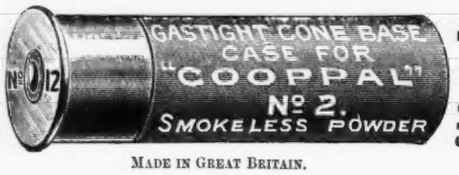
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A GUNMAKER ON GUN FITTING

THE shooting editor of COUNTRY LIFE has asked me to state in a few lines the conclusions at which I have arrived as the result of a long experience in fitting customers with guns. This invitation arose out of one or two comments which were made in an article of his appearing earlier in the year, where he dwelt too particularly on the number of shooters for whom correct length of stock and what may be termed average bend and cast-off suffice. He has asked me to deal in some detail with the numerous exceptions; that is, those who can derive a definite percentage improvement from variations of the ordinary measurements. I would, therefore, first lay down that my own experience of fitting has convinced me that while the average man can get on all right with normal bend and cast-off, combined with a length of stock to suit his reach, there are many who must have stock measurements peculiar to themselves if they are to do the best that is in them.

SOME PECULIARITIES.

There are two principal causes of variation, the one being the method of bringing the gun up, the second when the left eye comes more or less into play and falsifies the aim. It is futile to attempt to alter a man's confirmed habit of getting up the gun. The stock must be made to conform to whatever personal peculiarities have been acquired. An experienced fitter alone can adjust the remedy to suit the peculiarity. Subject to one exception, a high proportion of successes can be assured. The exception is the rank bad shot, who is simply such because he will not get his head to the stock, but keeps it more or less away in a manner which makes true alignment impossible. There is also the man who fires before any attempt at alignment has been made, also he who fails to fire when the adjustment has been effected. The remedy is constant practice in putting up the gun with the head in such a position that the eye finds itself in natural alignment with the centre of the rib, coupled with such contact between the shooter's face and that of the stock as will permit the two to swing as one. In time the action should become so perfect that the gun can be correctly aligned without aiming. After that is cultivation of the habit of firing without hesitation.

The prevailing tendency is to shoot under the bird, and the counteracting adjustment is to diminish the amount of bend. A relatively small number of men keep their heads erect and so, by shooting, as it were, with a higher backsight than is needed, tend to aim over their birds. When this tendency exists an increased bend is necessary. The man who requires least bend is the one who puts his head forward and so brings the eye low down on the comb of the stock. This has the equivalent effect of firing with a low backsight.

Many indifferent shooters owe their poor form to missing on the left of a bird, a characteristic which sometimes finds proof in astonishing their friends by bringing down a fast left-crossing bird beyond the usual distance. As a rule a strong left eye is the cause, but there are notable exceptions of distinctly right-eyed sportsmen shooting to the left until a sufficiency of correcting cast-off is applied to suit their peculiarity. The explanation is that they do not squeeze the head sufficiently to the right to bring the eye into central alignment with the barrels. That is to say, they unconsciously take sight from a point over the breech end of the left barrel and thence to the foresight, so giving a constant left error to the barrel alignment.

WHEN TO SEEK ADVICE.

A shooter must decide for himself, by closely noting the kind of misses he makes, whether they are due to general lack of skill or to hidden causes which to all appearances accompany satisfactorily aligned barrels. The missing of easy birds which are taken with correct timing should certainly arouse suspicion. When suspicion has become certainty the obvious remedy is to pay a visit to a shooting school where the observations of an experienced fitter will, in all probability, locate the fault and define the remedy. The percentage improvement which should result fully repays the trouble taken, for if the average delivery of the charge is on one or other edge of the pattern, the ordinary margin to cover approximation of aim is deficient on one side and in needless excess on the other. There are many shooters who have such a bias, and successful gun-fitting by removing it will ensure a correct average centring of the pattern on the bird.

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GOOD ADVICE FOR THE GOLFER

NOT long ago there was an appeal in the agony column of a daily paper which attracted a good deal of sympathy and attention. A smoker of cigarettes who wished to give up smoking, but found it difficult, asked for "helpful experience." It would have been entertaining to have seen the answers he received. One would doubtless have recommended chocolate creams, carried in the pocket and privily nibbled; another hypnotism; a third, an honest pipe of tobacco, and so on. At the end of it all the poor man is probably still wrestling with his cigarettes.

At the moment I feel inclined to imitate him by an advertisement something in this form: "One who would like to give up golf, but finds it impossible, is conscious of moving his body in every stroke that he plays. Can anyone with a kind heart tell him how to keep it still?" If I did I should get a great deal of good advice, but I am very much afraid that none of it would be any good to me. I can picture to myself one kind-hearted person telling me to go slow back; another suggesting that perhaps I have forgotten to keep my eye on the ball; and I should certainly receive quite a number of postcards explaining to me that the head is the root of all golfing evil, and that if I would keep that still I should have no further trouble with my body. Alas and alas! I know all that, and so do many of my fellow sufferers, and yet we cannot hit the ball.

A great deal of the good advice at golf which we can get if we ask for it is like the good advice on the more serious matters in life which we are apt to get whether we ask for it or not. It is quite unimpeachable, but its enunciation does not make it any easier to follow. Nothing is simpler than to say to a harassed friend, "Go in and win," "Keep calm," or "Don't worry"; but it perhaps does not occur to the advisers as being within the bounds of possibility that their victim has said these things to himself and that a good many times. Similarly, it is not often of much use to tell the golfer in distress that he is swinging too fast, and lifting his eye too soon and moving his body. Of course he is. We are nearly always doing all these things when we are missing the ball. We may recover by merely trying to avoid them, but, as a rule, we want some more detailed prescription, not merely a sort of patent medicine that is guaranteed to cure all diseases under the sun.

Take, for example, that perfect piece of advice, "Keep your head still." If we try to follow it out too rigorously we shall very likely paralyse our whole frame and find a difficulty in moving the club. We shall feel as we do when the photographer clamps our head into his vice. If he is to be of much value our adviser must tell us how we are moving our heads. He may help us a good deal by employing the art of mimicry, since we cannot all afford a private cinematograph which might be the most effective "coach" of all.

If we look at any casual assemblage of golfers driving from the first tee we shall see that they nearly all move their heads but in different directions. One, for instance, sways his whole body and his head with it towards the right foot and away from the ball, with some hazy and glorious notion of "getting his weight" into the stroke. A second unfolds himself in the manner of a pocket ruler, and in doing so moves his head straight upward. Having begun by crouching over the ball he has at the top of the swing "drawn himself proudly to his full height," like the hero in "Lewis Arundel" or "Frank Fairleigh." A third—and in him, as far as I can analyse my own ailments, I see myself—has a rather more complicated form of error. He moves his head, not upwards and towards his right foot, but downwards and towards his left. He assists this fatal movement by much bending inward at the waist. This, in turn, makes him "give" in his right knee. The result is that at the top of the swing he has got himself into as complicated and uncomfortable a knot as need be, from which he only extricates himself by giving a heave at the ball with his right shoulder. The head, having gone too far down as he takes the club up, now goes too far up as he brings the club down, with catastrophic results.

This is a particularly evil disease once it has become chronic, because the victim often only makes things worse by his efforts to keep his eye on the ball. He determines to look at that ball with quite ferocious vigour, and the harder he looks at it the more likely is he to poke his head down towards it, as if he were shortsighted. There are others, again, whose error is somewhat similar, but appears at a later stage in the swing. They get to the top satisfactorily enough, and appear then to remember suddenly that they must look at the ball. Down goes the head with that purpose, down goes the body under it, down go the knees till they nearly touch the ground, and down, as a rule, goes the ball into a bunker. "Keep your eye on the ball" does not mean "Peer at it closely and try to read the maker's name on it as you are hitting it," but many of us act as if we thought it did.

BERNARD DARWIN.

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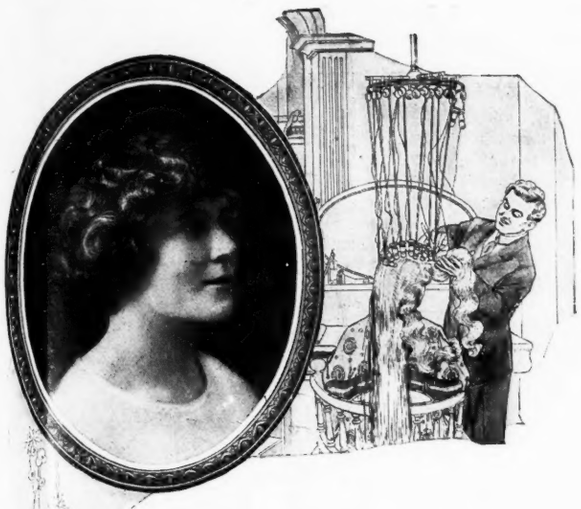
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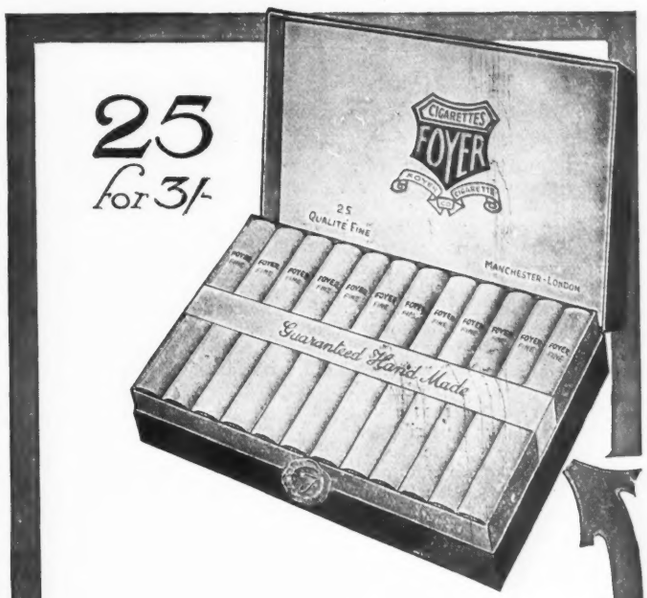
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MILLINERY IN ITS EVERY MOOD

THE ULTRA IMPORTANCE OF *LIGNE*. FANTASTIC DECORATIONS OF FEATHERS AND RIBBONS.

THAT the well dressed woman of to-day is more than ever exigeant over the style, character and quality of her headgear must be apparent to the dullest intelligences; and, notwithstanding the appreciable prices asked, hats of every description represent one of the most serious items of the wardrobe. Some there are gay to gorgeousness, while others are as demurely sombre, a third variety resting for their *cachet* on amazing feather fantasies or equally amazing outstanding loops of ribbon. Provided it is sufficiently distinctive in silhouette, the velvet or panne *chapeau* in black, raven's wing blue or dark brown can do no wrong. Guiltless of all decoration, other, perhaps, than a real small diamond arrow, it is only on close inspection that the realisation is brought home of what a wealth of fine detail is embodied in these apparently simple affairs; for it is essentially the hour of the hand-made hat, since only through such a medium is it possible to bring about the requisite individual achievements.

It would, of course, be wholly impossible to arrive at the glorified Napoleon illustrated by any other means than a deftly covered shape, and trained millinery fingers have brought to perfection the art of straining panne, velvet and satin over a foundation without leaving a *soupcon* of a ripple. The particular Napoleon in question is an exceptionally *chic* creation, although obviously designed to be worn without a veil, which might possibly be a detriment in the eyes of all save the young and fair.

Middle age has, perhaps, never before been more becomingly hatted than is the case just now. The kindly drooping brim, the rather important crown, and those charming soft draperies of lace that fall over the edge of the brim all lend their aid to faces that are not of their first youth; while the dignity imparted by the veil floating gracefully at the back is far too obvious to need emphasising or to permit of this appendage being allowed to fade away too quickly into oblivion.

Coque, hackle, heron and uncurled ostrich are the chief of the feathery tribe requisitioned for decorative relief; and it is a mere matter of taste whether these are used in massed profusion or with a sparseness that is almost poverty stricken. It is very amusing to see a pair of bright eyes peering out from a tangle of uncurled ostrich fronds that dangle almost to the tip of the nose, except, of course, when they are being blown away by the exasperated but would-be fashionable-at-any-cost wearer.

Equally funny is the effect of the wind playing havoc with coque feather *chapeaux*, these standing erect in every direction, irresistibly reminiscent of an infuriated cockatoo. Embroideries have come to play almost as big a part in millinery as they do in dress—silk, chenille and metal thread being used on satin and velvet, while bold, effective wool embroideries enhance the attractive and eminently useful toque of velour, duvetyn and the like.

As deft in its way as the building of the large hat is the draping of the small toque. One of the cleverest efforts to cross my path of vision was a model of copper red satin arranged in close swathed folds that in front resolved into a *kepi* point, exquisitely embroidered in self shades of silk and gold and silver thread. Worn with the finest of fine mole coloured Russian net veils, this *chapeau* repeated the note of a silk jumper, worked also with metal thread and worn with a neat brown cloth suit, the coat with flaring sides almost touching the hem of the skirt. Mole silk stockings, long vamp brown calf shoes and a set of skunk completed an *ensemble* that caught the eye of every observer during lunch at a representative restaurant the other day.

A propos of the veil, I have frequently observed how a woman betrays her character in her handling of this small but extraordinarily telling accessory. There are some who seem absolutely incapable of arranging a face veil with the requisite neatness beneath the chin or, when occasion arises, lifting it gracefully and becomingly out of harm's way; while others are just as deft, and one watches with fascinated delight the skill with which the lower edge is just draped at a happy line beneath the chin, and the remainder gathered up and twisted and tied securely on the hat or toque.

And under somewhat different auspices the same applies to the floating veil, which can be at once rendered the perfection of elegance or the essence of untidiness, according to the way it is handled. The essentially neat tailor-made girl or woman seldom looks her best in a floating veil; it is out of harmony with her character, and she is apt to wear it too consciously; whereas the more fluffy dresser with an inherent love of fal-lals and appendages has, from the early days of the motor veil, made this millinery adjunct her own. And, at the moment, she is assuredly having a field for exploiting it that must surpass her wildest dreams of fancy.

It is a commonplace that just as there are hats which, at the first glance, one sees will not by any means be persuaded to accommodate themselves to a veil, there are others which, to anyone with the least *flair* for dress, declare themselves as unfinished and incomplete without one. How many a *tout ensemble* has been ruined by the lack of one of these softening and completing adjuncts to the toilet, and how many more by the fact that the veil chosen was the wrong one or wrongly worn?

L. M. M.



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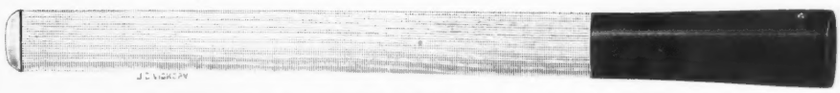
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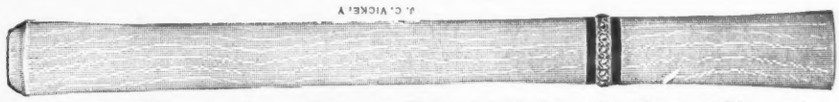
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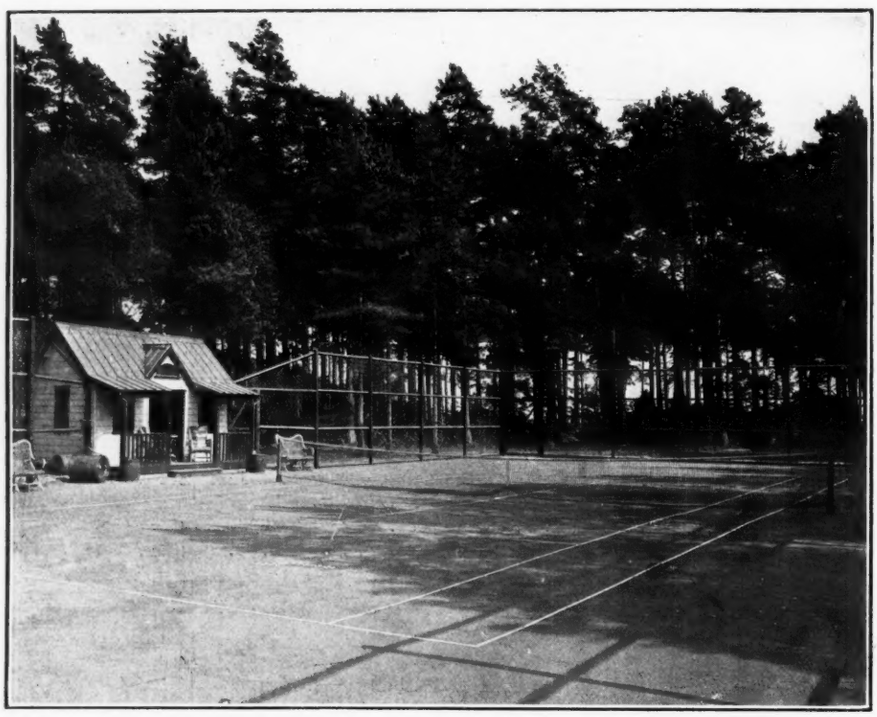
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MATTERS OF THE MOMENT

HARD COURT TENNIS.

LAWN TENNIS, growing in popularity every year since the war, became an absorbing interest to many people during the past summer in spite of disappointing weather. Tournaments were played off under difficulties by players in mackintoshes, and referees and officials were at their wits' end to arrange for the carrying out of programmes at places where no hard court offered a solution of the difficulty. Yet it was one of the greatest lawn tennis years on record. Now many players hate to abandon their favourite game for so many months, as, with grass courts, our climate makes inevitable, and the hard court is growing in favour every day. The "En-tout Cas" Courts laid by the En-tout Cas Company, Limited, Syston, Leicestershire, are becoming more and more popular, for only a few minutes need elapse after the rain has fallen before they are ready for play. Their colour is pleasant to the eye, even in the brightest sunshine, and the surface such as to ensure that the bounce of the ball is absolutely true. H.M. the King heads the long list of well known people who have had "En-tout Cas" tennis courts laid; and several well known clubs have found them profitable, since their members are willing to pay extra subscriptions to cover winter play. Everyone who is interested should write for the "En-tout Cas" catalogue giving particulars of these and other lawn tennis specialities.



"EN-TOUT CAS" COURT SURROUND AND PAVILION MADE FOR LORD REVELSTOKE.

HARRODS FOR CHRISTMAS SHOPPING.

A cheerful-looking booklet, with a red cover bearing a portrait of Santa Claus, is the profusely illustrated Christmas Gifts catalogue of Messrs. Harrods. We open it with high expectations and soon discover that it contains details of a huge number of attractive things. It begins with a few pages devoted to the jewellery department, giving a selection of brooches, pendants, pearls and the new colour aquamarines, many of the examples being of considerable novelty in design. Watches and clocks follow, and soon we are in the domain of the silver and cutlery department. Leather goods, stationery and toys are also well represented, and in connection with the latter it should be noted that Messrs. Harrods Toy Fair, a fairyland of delight for small people, is now in full swing, with a doll's house big enough to enter, among other novelties. Messrs. Harrods will be pleased to send a copy of their catalogue to any reader of COUNTRY LIFE who can make practical use of it.

FOR ELECTRICAL INSTALLATIONS.

Messrs. Read and Partners, Limited, specialists in electrical installations for country houses, farms, factories and in similar work, are now established at their permanent address, 53, Victoria Street, Westminster (Telephone No. 8084 Victoria). Though this is a new firm, the principals, Mr. H. J. Read, Mr. H. J. Butcher and Mr. W. J. Branson, have served in two cases thirty and in one over twenty years on the staff of Messrs. Edmundson's Electricity Corporation, while Mr. D. Dunham joins them from the service of the British Thomson-Houston Company.

THE ADMIRALTY AND SHEFFIELD STEEL PRODUCTS, LIMITED.

It must be of interest to many readers of COUNTRY LIFE, in view of their recent new issue of preference shares, to hear that Messrs. the Sheffield Steel Products, Limited, have just obtained the whole of the Admiralty contracts for the supplies of files. These are annual contracts and mean the supply during the year of some 20,000 dozen files. The dock yards concerned in the contract are Sheerness, Chatham, Portsmouth, Devonport, South Pembroke and Rosyth.

FOR THE NATION'S CHILDREN.

Prevention, not prosecution, is the wise rule of the Society for the Prevention of Cruelty to Children, but neither cost nor criticism is allowed to count when the fate of a helpless child is in the balance, and in thirty-six years it has dealt with 2,964,000 cases of neglect, want or cruelty. At present the funds required for the carrying on of this unfortunately necessary work are at a low ebb and assistance will be gratefully received by the Director at the Central Offices, N.S.P.C.C., Leicester Square, W.C.2.

AT THE SEASON OF COUGHS AND CHILLS.

At the season of coughs and chills no wiser precaution can be taken than that of keeping always in the home a pot of Messrs. Brand and Company's invaluable Meat Essence. Chills are most frequently contracted in moments of exhaustion or depression and a little nourishment easy to assimilate, taken in the nick of time, will relieve such a condition and ward off ill effects with a surprising frequency. If the harm is done and severe cold or influenza sets in, nothing is better than "Brands" for building up resistance or restoring tone.

A HISTORY OF "BURKE'S."

"Burke's Peerage and Baronetage" is so old-established and invaluable that there is sure to be a good deal of interest in the booklet recently issued by the publishers, the Burke Publishing Company, Limited, which gives biographical information about the founders and the successive editors of the publication, together with a number of portraits. In the editing there has been an unbroken family connection for ninety-five years.

The meticulous care with which the "Peerage" has been for so long conducted is still maintained, and the last issue, in 1914, was as reliable and comprehensive as ever.

MESSRS. OETZMANN'S SALE.

A rare opportunity to acquire furniture of all descriptions, carpets, curtains, china, glass and ironmongery is offered by Messrs. Oetzmann's sale. Extensive alterations and additions to their premises in Tottenham Court Road, N.W.1, are being made on account of the great increase in the volume of their business, and to avoid damage during building operations it has become necessary drastically to reduce stock. In these circumstances low prices are inevitable.

A COMPLIMENTARY DINNER.

The newly appointed General Manager and Secretary of the Liverpool and London and Globe Insurance Company, Mr. Hugh Lewis, was recently entertained to a complimentary dinner at the Carlton Hotel by past and present members of the Central Insurance Company, Limited, of which he continues to be the General Manager. Among the guests present were Mr. Joseph Powell, General Manager of the Commercial Union Assurance; Mr. H. Gayford, General Manager of the Northern Assurance; Mr. A. E. Lewis, General Manager of the National Provincial Bank of England. Mr. George Chappell, General Manager of the Royal Insurance, was unavoidably prevented from being present. The company numbered about fifty with Mr. S. A. Bennett, Assistant General Manager of the Eagle Star and British Dominions, in the chair, and included many other well known names.

SOMETHING NEW IN EVENING SHOES.

The evening shoes illustrated here are something of a new departure for their makers, the Norvic Shoe Company, whose shoes are very popular this season, for the firm has hitherto made dress shoes only in glacé kid and patent leather. The shoes illustrated are of black broché or brocade, with a satin fan trimming and brilliant paste buckle. They are made on a principle known only to this firm, and the result is a shoe of extreme flexibility and comfort. For the name of the nearest agent for these shoes readers are invited to write to the Norvic Shoe Company.



A NORVIC SHOE IN BROCADE.

SCOTLAND IN THE MIDDLE AGES

MR. JOHN WARRACK'S able and fascinating book, *Domestic Life in Scotland*, 1488–1688 (Methuen), illustrates the very great change that has taken place in the settlement of antiquarian questions. Rather more than a hundred years ago the way, on the Borders at any rate, was to send anything found, a sword or a spear, stone cannon ball or a holy reliquary, to Sir Walter Scott, who, in popular esteem, was the authority of his day on subjects like that. Lockhart tells us that Abbotsford was at times like a museum on account of the many articles sent for identification. It was not a bad way, always supposing there was a Walter Scott available. But the modern method is much more exact. Mr. Warrack, whose book was delivered as the Rhind Lectures in Archæology, 1919–20, is an exponent of the later and more scientific method. The result comes out in a very attractive form because the author avoids lists and dry-as-dust stuff generally, but he takes the writers of the time with which he deals and the various available documents, such as wills and inventories, in fact anything that will help him to an exact knowledge. In consequence his picture of Scottish life and manners contains many surprises. We propose to take one or two specimen chapters in order to show the reader what to expect.

The first lecture was devoted to a mediæval castle in feudal days, the fifteenth century to wit. It was a great time. The preceding century, the fourteenth, had resounded with the clash of arms. It showed the great Scottish houses, especially the families of Douglas and March, at their very pitch of pride. The armour of the time was rich and plentiful, but still Scotland was a poor nation, and lying adjacent to a strong neighbour it had been too much in the midst of strife and trouble for that attention to be given to household fittings and beauty that already had developed to a great extent in England and to a far greater extent in the Low Countries and the Continent of Europe. The mediæval castle was, as a rule, very poorly furnished. Far from having liberty and leisure enough to design new furniture, people could not venture far beyond their own doorstep without running a great risk of encountering an enemy. Lord Lyndsay of the Mount wrote :

> Oppression did sa lowd hys bugle blaw
> That nane durst ride bot into feir of weir ;
> Jok-upon-land that time did mis his meir.

" Jok-upon-land," was a constant sufferer. The records give ample proof of that. They show poor " Jok-upon-land " complaining of " scaitht to his horse," recovering " auchteen pence takyn furth of hys purs " and a smaller sum for " hys wyfis hois and schone." Mr. Warrack refers to the *Acta Dominorum Concilii* for the story of " ane callit Cutsy " who four hundred and thirty years ago suffered the " wrangous, violent and maisterful spoliation of twa sarkis." Even in England the standard of comfort in the fifteenth century was much lower than in the principal countries on the continent of Europe. " These English," remarked the Spaniards, " have their houses made of sticks and dirt, but they fare commonly so well as the King." Scotland had very little to export and therefore was unable to import much. The country was still an agricultural one, and the bulk of the export trade was in skins, wool and fish, with a few bales of Scottish cloth thrown in.

All this and more of a similar character leads up to a description of a Scottish castle in the latter part of the fifteenth century. You arrived, let us say, in the dusk of a winter afternoon and followed a retainer, swinging a horn lantern, up the winding stone staircase where you find a great hall, with a huge fire of turf and peat burning in a wide fireplace. A lad holds a metal basin and the guests wash in turn, water from a laver or ewer being poured over their hands by another servant. A long narrow table is set across one end of the room and at this the principal persons, six or eight in number, sit with their backs to the wall on which is a piece of tapestry or a simple hanging of coloured worsted. There is only one chair in the hall and that is for the accommodation of the lord of the castle. This one chair crops up repeatedly in descriptions of the mediæval castle. It is interesting as explaining how the principal man at a meeting is called the Chairman. Few people would have thought of carrying that back to the time when a well furnished room had only one chair. The other guests sat on benches provided with loose cushions. It must be kept in mind that the guests sat with their hats on, or, at least, with head-coverings, the women having the well known kerchiefs of the period and the men wearing hats, for a reason given by a plain-spoken writer ; it was to keep the food clear of " flyes and other fylthe." You ate with your fingers ; but towels were provided, and each person had his table napkin, " soft serviettis to make their handis clene." It is certainly no exaggeration to say the furniture was simple. " Tables and forms, with a chair for the master of the house, a side table and a chest, these are all that we find in a large room where all that is important in the social life of the house takes place."

In his next chapter Mr. Warrack deals largely with the famous manse at Stobo, at the head of the Drygate of Glasgow. It belonged to the " persone of Stobo " who held the canonry of Stobo. Now, it was not the warrior but the priest who had beautiful things in the fifteenth century. The Church was in communication with the East, especially Rome, then at the height of its ecclesiastical glory. From the time of Wilfrid onward it had been the custom of the great ecclesiasts in England to visit Rome, whence they came back with notions of splendour far beyond those of the ordinary inhabitants of Scotland. We know what was in the manse at Stobo from a legal document. A nephew, Peter Colquhoun, after his uncle's death, claimed to be the legal heir. But there were two natural sons of Colquhoun to whom his property was bequeathed. The nephew made a mistake because his uncle had taken care to legitimise the two boys, as is recorded in the Register of the Privy Seal. We begin with the parson's own chamber, with his bed of richly carved wood decorated with gold, and a feather mattress containing a hundred and forty pounds of down—nearly double the quantity that is put into the best modern feather bed. His head, in a night cap, rested on luxurious down pillows covered with holland cloth, and for warmth in the cold nights there was first a pair of " pladdis " and then a pair of blankets of fine fustian. Damask curtains " of divers hewis " kept off the draughts. We must reluctantly miss the list given of his toilet accessories. It is curious that in his bedchamber the parson kept a parrot : " A bird, viz., a parrok," is the phrase used in the inventory. How and where he got the " parrok " would be a pleasant tale to tell.

Taylor, the water poet, whose visit to Scotland took place fifteen or twenty years after James had succeeded Elizabeth on the English throne, has described the master of the house in a way that could not be bettered. He wears a blue bonnet, his shirts must not be made of anything except the flax that grows on his own ground, spun by his wife or daughters or servants. The wool for his stockings comes from the backs of his own sheep. Finery he despises. Yet this " plaine homespunne fellow " would keep from thirty to fifty servants and relieved three or four score of poor people at his gate every day. He would have earls and lords, besides knights, gentlemen and their followers up to three hundred men and horses as guests for three or four days. One explanation of this is that he did not reckon his rent in pounds, but in chauldrons. Food there was in abundance, but money was scarce. From Fynes Moryson we have a fine description of the daily life.

> Myself was at a Knight's House, who had many servants to attend him, that brought in his meate with their heads covered with blew caps, the Tabel being more than half furnished with great platters of porredge (or broth), each having a little piece of sodden meate : And when the Table was served, the servants did sit downe with us, but the upper messe in steede of porredge, had a Pullet with some prunes in the broth. And I observed no art of Cookery, or furniture of Household stuffe, but rather rude neglect of both.

SOME FAMOUS TAPESTRIES

THE tapestries from Belvoir Castle, on view at the Victoria and Albert Museum, include one from the famous Gobelins " Don Quixote " series. Two important sets are to be sold at Messrs. Christie's rooms, one being a series of three panels representing boors dancing and carousing. It bears the inscription " I . BAERT . A . CAMBRAI." Tapestries of Cambrai manufacture are rare, and until now the only work known to be by Jean Baert at Cambrai was the " Verdures " in the Town Hall there. Peculiarities of treatment in these signed tapestries may lead to the identification of others. The borders are of the picture-frame type, but the ground of them is blue. Jean Baert with other weavers of Oudenarde left that town in 1684 to set up looms in Lille. From there he went to Tournai, Torcy and finally to Cambrai, where he worked from 1724 to 1741. The tapestries are the property of Mr. G. G. Butler, and came from Ewart Park, Wooler, Northumberland.

The other set, belonging to Sir Arthur du Cros, M.P., is magnificent. It represents Diana and her nymphs engaged in the chase of the wild boar, wolf, stag, lion and hare, the figures being small and placed in a beautiful landscape. The borders are composed of exquisite flowers alternated with fruit, and bear the signatures of two most eminent master-weavers of the seventeenth century in Brussels—Albert Auwercx and Guillaume Van Leefdael. The first-named became a member of the Tapissiers' Guild in 1657 and practised his craft until the beginning of the eighteenth century. His best known works are the series representing " The History of Count Guillaume de Moncade, in Sicily," " The History of St. Paul," and allegorical tapestries in the Vienna Collection. Guillaume Van Leefdael was even more distinguished. His beautiful tapestries, " Antony and Cleopatra " and other subjects, are ranked among the State treasures of Spain.

NEWLY DISCOVERED PORTRAIT OF QUEEN ISABELLA OF BOURBON

FIRST WIFE OF PHILIPP IV. OF SPAIN—By Velazquez.

OF the eight portraits of Queen Isabella of Bourbon, first wife of King Philipp IV. of Spain, painted by D. Deigo Velazquez de Silva, up to a short time ago only six were known, two of which are in Madrid, one in London, one in Copenhagen, another in Vienna, and the sixth in Hampton Court Palace.

At the present time the principal one of the two which was then missing, has been discovered. The discovery was made in Barcelona under circumstances which may truly be called extraordinary.

Princess Isabella of Bourbon, some time after her marriage in Bordeaux with the son of Philipp III. (which took place on October 18th, 1615), on the express wish of the then Prince of Asturias, went to Madrid, there to await him in a quiet place, where the fruit of the marriage might ripen in safety.

King Philipp III. died on March 31st, 1624, and on May 9th of the same year King Philipp IV. made his triumphal entry into Madrid as King of Spain and her possessions overseas.

The Queen did not accompany him, being then in a state of pregnancy, staying in the convent of the Nuns, called of the Order of Descalzas—History of Spain by the Rev. Juan de Mariana, S.J. ; Vol. IX., Chap. 1 ; printed by Francisco Oliva, Barcelona, 1899.

Queen Isabella gave birth prematurely, and, on leaving the convent to go to the Royal Palace, she left such a pleasant memory among the daughters of Saint Therese, who already considered her as one of their community, that the Queen made them a present of her portrait, which, it is believed, was the first painted of her by Velazquez.

In Rome there exists autograph letters of Isabella de Bourbon asking the holy father to allow her to definitely enter into a convent.

For reasons which are easy to understand, Innocence X. did not grant this wish, but the religious community of the Descalzas Reales, wishing to show the Queen that they considered her as one of themselves, called in a painter—who besmeared the portrait of the Queen, painting over the court dress the robes of a professed Nun, but without asking the permission of the Pope or the painter.

The Nuns proceeded thus either because they feared their wish would not be granted, or, as is more probable, because they did not think it at all likely that their act would ever be known outside the convent. For this same reason they did not call on Velazquez himself to perform this profanation.



AFTER RESTORATION.

How the Picture got into the Possession of the Castilian Dukes.

The Community of the Descalzas Reales, wishing to show their appreciation of the numerous gifts and favours it received from a certain noble family of Madrid, presented to it a portrait of Saint Therese ; but at the end of the last century, the new dukes, wishing to modernise their palace, refurnished it, the old furniture together with a great many other objects of Art were put into the garrets, where the picture remained until chance brought about its discovery.



THE PICTURE AS DISCOVERED.

How it was Discovered.

An Antiquarian of Barcelona received a commission to find a good portrait of Saint Therese, and after an almost fruitless search saw the now celebrated picture which had been hidden in the garret of a ducal palace in Madrid and secured it in order to please his client.

The superposed painting dates only a few years after the portrait was painted which made the work of reintegration (which has been ably carried out) exceedingly difficult.

On its arrival in Barcelona the picture was delivered to its present owner, a doctor in theology and well-known sacred orator, who, however, was not quite satisfied with the painting because he did not believe it to be an authentic portrait of Saint Therese of Jesus ; although he greatly admired its beauty in the Nun's dress.

All artists and critics who have seen the mysterious picture since it has been in the possession of its present owner have marvelled at the life and supreme beauty of that woman's face—too beautiful for a Nun.

The action of time, contributed to solve the riddle which hitherto men had not been able to solve, thus bringing about an artistic revindication. The picture began to peel a little on the side of the white head-dress, beneath the chin first and afterwards on the neck, and on examining the picture signs were seen of a beautiful design of embroidery.

The miracle was near.

The work of reintegration of the primitive painting had been begun, and now presents the appearance as shown on the second illustration.

The owner of the picture, following the advice of his intimate friends decided to place the picture in the hands of the best-known restorer, Mr. W. M. Power, of Victoria Galleries, Westminster, who, after six months' close work upon the picture, successfully produced the result shown in our second illustration.

One of the most beautiful works of Art left us by the brush of the great Sevillian painter is the head of this portrait of Isabella of Bourbon, and the hand which holds the handkerchief ; these two fragments increase the artistic treasure of the Spanish school, having, almost by a miracle, been reintegrated to posterity.

A very interesting Brochure on the Restoration and Preservation of Paintings, by W. M. Power, F.R.S.A., will, it is understood, be sent post free to those interested.

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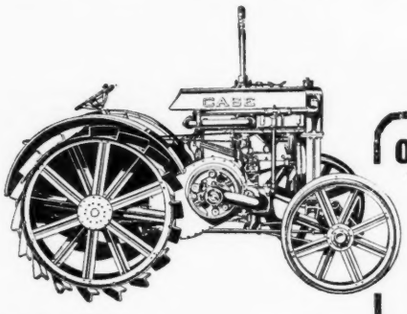
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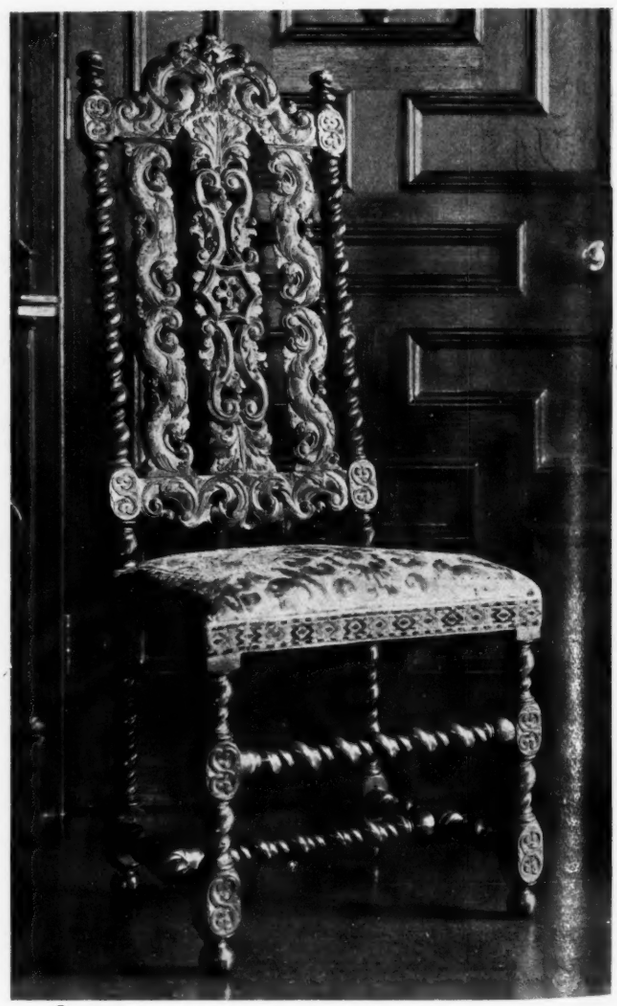
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FURNITURE AT LYME PARK



THE DRAWING-ROOM AT LYME.

THE furniture at Lyme Park represents the acquisitions of the Leghs from the Restoration to the middle years of the eighteenth century, and, as we see, the difference in date in the cabinets, chairs, wall lights and tables relieved against the enriched arcaded panelling of the drawing-room gives no disharmonious effect, but emphasises an ordered continuity. A full inventory was taken of "all the goods of Kichard Legh of Lyme" on January 3rd, 1687, in which "black turned chairs" are mentioned of which three survive, and also andirons of brass, doubtless the firegrate with discs of pierced and engraved brass. A pendulum clock is also mentioned which is probably by Joseph Knibb, the great clockmaker,



CARVED WALNUT SINGLE CHAIR. *CIRCA* 1660.

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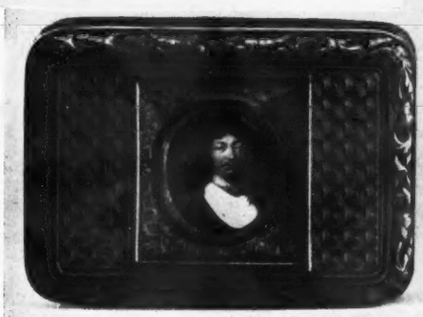
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Oval Gold Louis XV Box, decorated with three-colour gold in festoons and scrolls, with landscape Panels after Watteau, by Jean Jacques Prévost, Paris, 1766.

Oval Gold Louis XVI Box, worked in four-colour gold decorated with wreaths, festoons and trophies of musical instruments by Julien Alaterre, Paris, 1768.

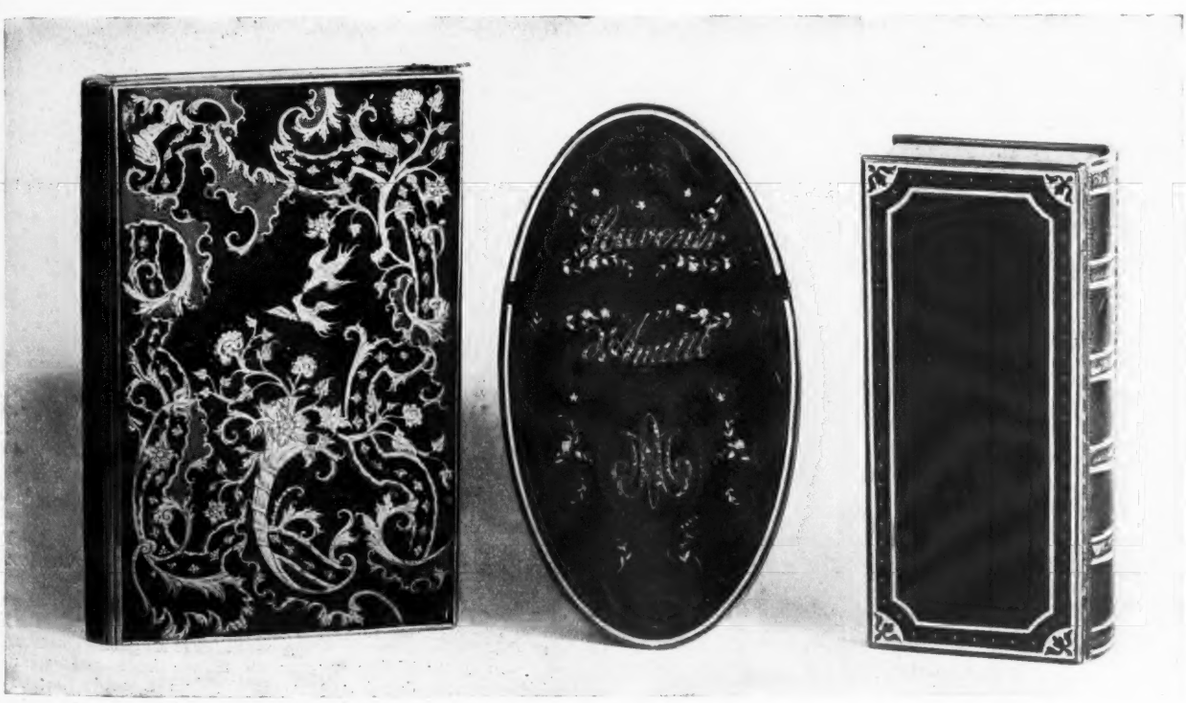




Empire Gold Snuff Box, with fine Enamel Miniature by Petitot.

Carnet de Bal, Louis XVI, Grey-Blue Enamel, Studded Diamond Border with Secret Opening, hiding lock of hair.

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Gold and Tortoiseshell Picque Book and Pencil, Old French, circa 1750.

Oval Blue Enamel Gold Box, with Souvenir d'Amitié in Diamonds, and initials M.A. (probably Marie Antoinette).

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Dec. 7th, at 3 o'clock precisely—A Roman Standard of the IX. Legion, and a Roman General's Camp Chair, found in Essex in 1827, and undoubtedly lost in the revolt of Boadicea, A.D. 61. The property of ERNEST JOHN SELTMAN, Esq., Fellow of the Society of Antiquaries of France, etc. May be viewed ten days prior. Illustrated Catalogues with two plates, price 1/-.

Dec. 7th-10th.—An extensive collection of old Master Drawings, comprising characteristic examples of the French, German, Dutch, Flemish and Italian (particularly the Venetian) Schools, the property of a Gentleman living in Italy. May be viewed two days prior. Illustrated catalogues with 50 plates, price 5/-.

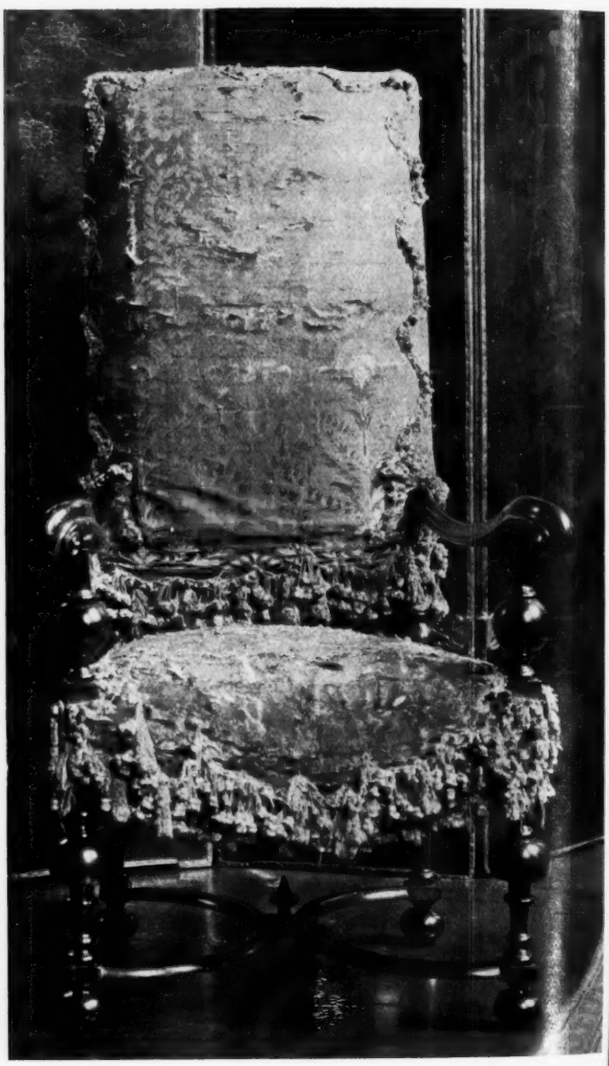
December 9th & 10th.—English Pottery and Porcelain, Continental Pottery and Porcelain, Chinese Porcelain of the Kang H'si Period, the property of MAJOR MORRIS, 180, Gloucester Terrace, S.W., of the late EDWARD BOND, Esq., 43, Thurloe Square, S.W. (sold by order of the Executors), and of Lady O'Conor. May be viewed two days prior. Plain Catalogues of each sale may be had.

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who was in business in London in 1677 until nearly the end of the century, as Richard Legh (died 1687), whose letters are evidence of the care and thought bestowed upon the fittings and furniture of the house, speaks of his purchase of a Knibb clock in 1675. "I went," he writes, "to the famous Pendulum maker Knibb and have agreed for one, he having none ready but one dull stager, wh was £19. For £5 more I have agreed for one finer than my Father's and is to be better finished with carved capitalls, gold, and gold pedestalls wth figures of boys and cherubimes all brasse gilt. I would have had all olive wood (the case I mean) but gold does not agree with that colour soe tooke their advice to have it black Ebony, wh suits your cabinett better than walnut-tree wood, of which they are mostly made."

In the "withdrawing-room" (the present drawing-room) in this inventory "six chairs with Arms, 6 chairs only backs, all walnutt tree and carved" are entered, in which the single chair was probably included, which is of the high-backed carved type which became fashionable on the return of Charles II to this country. There is considerable similarity in these flamboyant chairs, in which the short scrolls and foliage became more and more involved as the style developed, but there is considerable variation in the handling and quality of carving. In this case the spiral turning of the legs, stretchers and uprights is elaborated, and the leaf carving on the cresting and splat is unusually crisp and delicate.

Between the two high-backed chairs is a cabinet on a carved stand. The cabinet is of incised Chinese lacquer, and is made up of a miniature screen whose folds are clearly distinguishable. The value of these brightly coloured



CHAIR AT LYME WITH CONTEMPORARY UPHOLSTERY. *CIRCA* 1690.

Oriental cabinets to collectors of the late seventeenth century may be inferred from the richness of the stands which were considered their most appropriate setting.

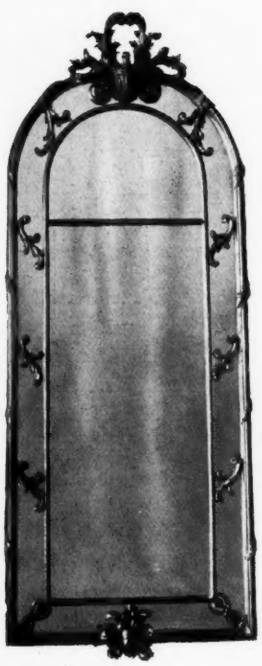
Varying in decorative *motifs*, stands of the reign of the last two Stuart kings show a strong resemblance in handling, and have always a projecting knee and scrolling foot. Owing to their purpose, the carving of stands, though showing some of the characteristics of the purely ornamental carving in white wood for mural decoration, has none of the fragility and undercutting of the latter. In the stand at Lyme the legs are headed with and finish

Andrew Russell Ltd.

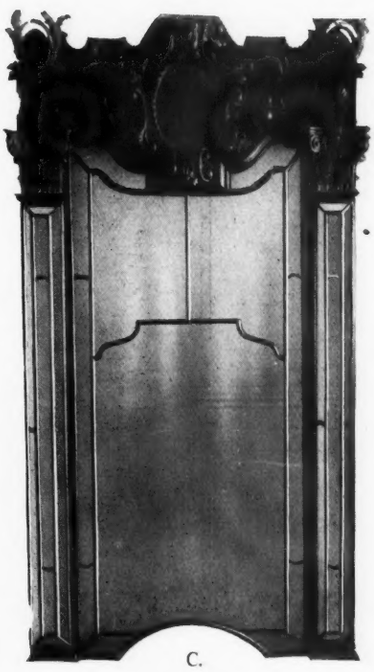
8, CLIFFORD STREET, BOND STREET, W.1



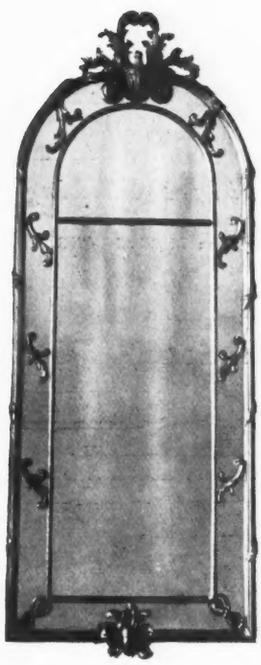
A.



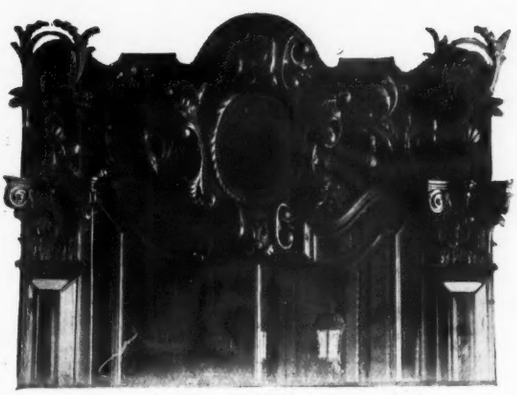
B.



C.



B1.



C1.

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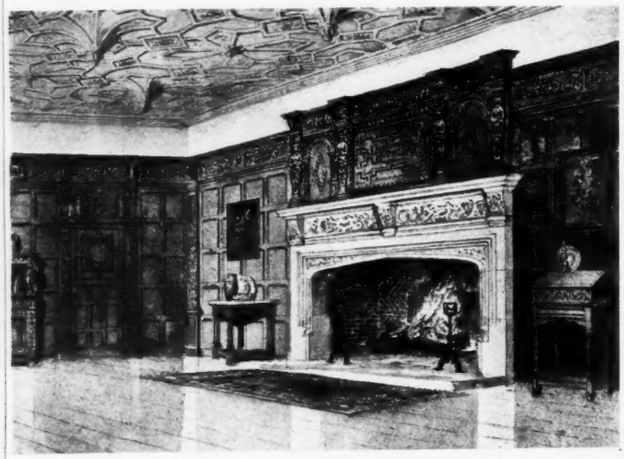
C1. Shows an enlarged detail of the carving in the upper part.

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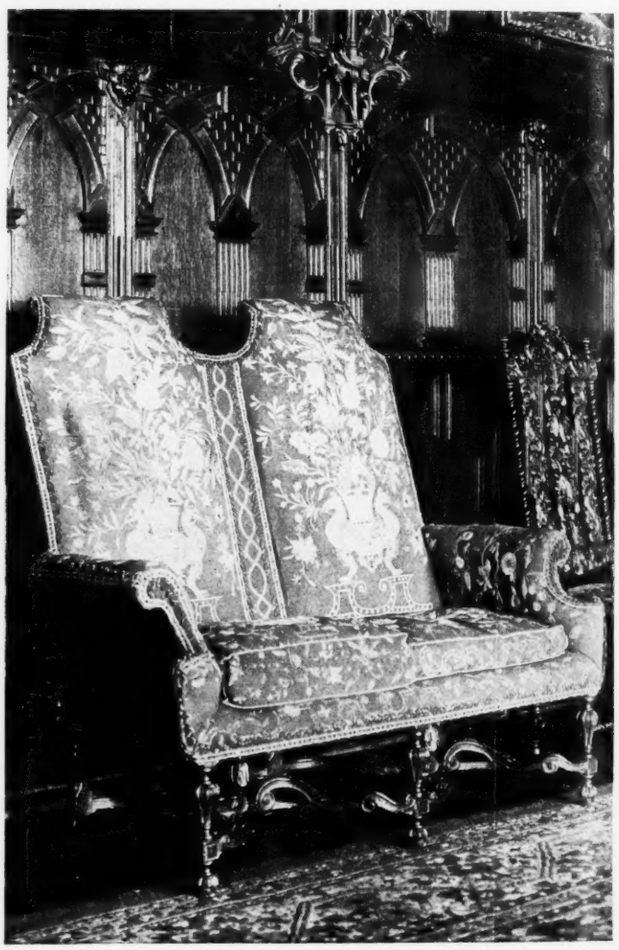
in a volute, and the acanthus leaf that clothes them scrolls over just before the structural volute. The apron is of acanthus foliage centring in a grotesque foliated mask flanked by *amorini*. The stands were coated with composition before the gilding and silver was applied, and in certain cases the original gilding and silvering has been discovered underneath a coat of brown paint, which has preserved it.

There is a curious lacquered clock with brass mounts which plays some curious and forgotten tunes of the Stuart period, such as "Gigue Lelolu," "Joy to Great Cæsar," "The Eunuch's Song," "Trumpet Tune or March," and "The Grenadier's March." The maker is Claude Viet, who joined the Clockmakers' Company in 1698.

In the 1687 inventory we have a very complete picture of the sparsely furnished rooms of the period. In the great dining-room, which had crimson curtains, "tied back with large red tassels," there were four great chairs with arms and eighteen "chairs with backs, all velvett," which had loose covers or cases of red cloth. In addition there were six black turned chairs, a blue jar, and andirons of brass. There is no entry of stools, which still at this period figured largely in furnishing. In the withdrawing-room, besides the walnut chairs already mentioned were "a large glasse table and stands, blue tapestry hangings and a blue jar," and in the best chamber was "a flowered velvett bed, a glass table and stands." The dressing-room was furnished with a black suite, which was not uncommon at the time—a large black glass, a black table and black stands.

In the Diary of John Hervey, the first Earl of Bristol, there is an entry of payment to Gerreit Johnson, the cabinet-maker, of a black set of glass, table and stands for "dear wife's" apartment in 1698. The colouring of the other articles in Richard Legh's room is not mentioned, but the "three cane chairs" and japanned cabinet may well have corresponded in colour. The "Deceased's chamber" (that is Richard Legh's) is most expensively furnished, the total being entered as two hundred pounds, whereas the great dining-room furniture is estimated as sixty pounds. Besides a worked bed, there is a "scriptoire table" (a bureau) and stands, a japanned screen, six cane chairs, a pendulum clock, a weather-glass and a little black dressing-glass.

Somewhat later than the inventory are the settee and the chairs, dating probably from the last decade of the seventeenth century and both remarkable for having their original upholstery. In the double-backed settee the needlewoman has evidently had the services of a designer, as the arrangement of flowers issuing from a fantastic vase is skilful and artistic. The tall back scrolls

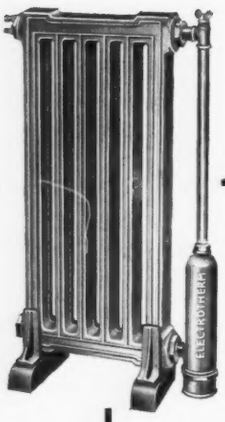


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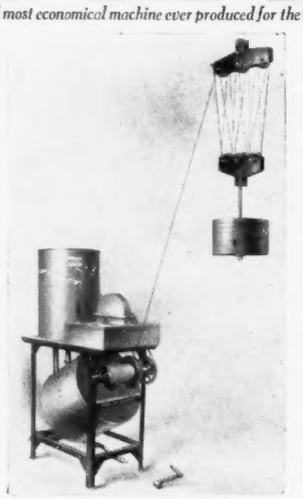
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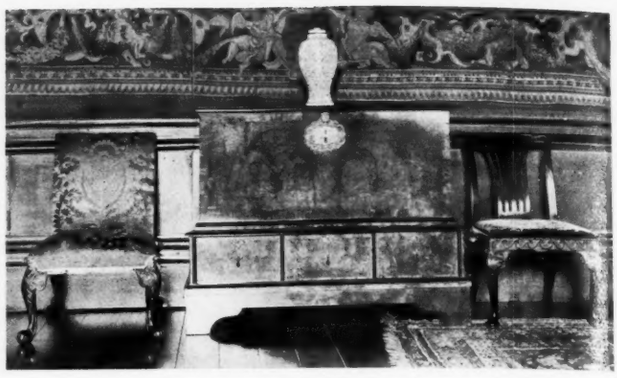
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IN THE GREAT HALL.

over, and has a deep semicircular dip in the centre; the arms turn outward in a curve similar to a settee formerly at Hornby Castle. The arm and single chair, which have turned pegtop legs connected by a stretcher centring in a turned finial, are also of the same date. The original arrangement of the full ball fringes which were in use at this period is shown; a short ball fringe panels the back and describes a serpentine curve round three sides of the tall back; on the lower edge and the seat a deep tasselled fringe hangs in festoons.

The round-about chair (the well known Dutch or Burgomaster's chair) is a type which, with its six stout cabriole legs tied centrally by a stretcher, was remarkably solid. There is, in addition, an all-round carved stretcher linking leg to leg. The seat was originally stuffed or caned; and the semicircular back is divided into three panels by uprights and richly carved. Chairs of this period are not very common in England, though a provincial make of round-about chair was not uncommon in the middle of the eighteenth century and is described in inventories as a "round chair," "triangle chair" and "half round chair." In some of these a panel rises from the centre back and gives it a picturesque appearance.

The yellow room has a tall upholstered bed, in which, according to the tradition, James II as Duke of York slept when he visited Lyme. It is, however, of the early eighteenth century. Of the same date are a walnut veneered settee, which has legs carved on the shoulder with an escallop shell, and the cabinet with drawers, in the hall, which is veneered with olive wood—a wood much used in the late seventeenth and early eighteenth century for the veneering of decorative furniture such as tables and stands for lights.

The later furniture, of a slighter character, is represented by the gilt wall mirrors or girandoles, dating from the middle years of the eighteenth century. J.



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DISH. PERSIA.
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APART from the growing tendency of Ceramic writers to concentrate on some restricted portion of their large subject, the process of decorating pottery with thin films of metallic lustre deposited on the glaze is so peculiar and apart that no apology was needed for devoting a volume, *Lustre Pottery* (Methuen), to its consideration. The origin of lustre decoration is a riddle which will only be solved when scientific excavation and research have cleared up the mysteries surrounding the Ceramic history of the Near East. Hitherto the many promising sites in Persia and Syria have only been explored in a furtive and superficial manner chiefly by persons interested in the commercial aspect of the question. It is true that something better has been attempted among the waste heaps of Fostat in Egypt, but here the uncertain stratification of the ancient deposits has made positive results infinitely small. It is here, however, that we are led to believe the first lustred pottery was made; and it is not Lady Evans' fault that she has not been able to produce any fresh evidence for or against the supposition. M. Pézard's great work on the ancient pottery of Islam was not yet available, and even now his attributions of certain Persian lustred bowls to the eighth century remains to be tested.



ALBARELLO. MANISES.
Macy Collection, New York.

The documents and evidential specimens available up to date are duly described by Lady Evans; and if we can regard the style of lettering in a brief inscription as conclusive, the fragment of a lustred bowl, illustrated in the first plate of her book, was made in Egypt in the ninth or tenth century. This is the earliest piece recorded in the book, and it is followed by other examples

CHARLES *of* LONDON

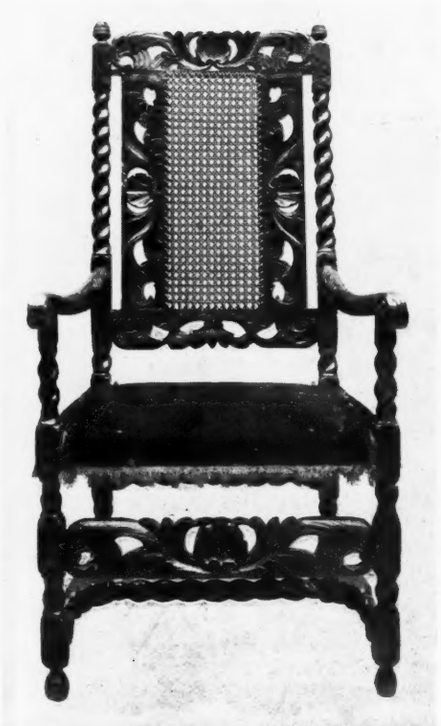
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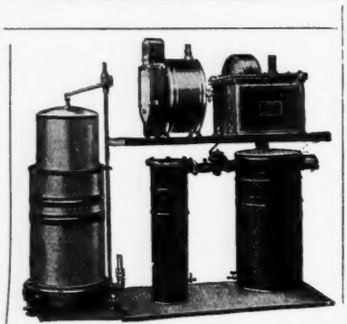
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BOWL. SULTANABAD.
Kelekian Collection.

ascribed to the succeeding centuries on similar stylistic grounds. The first actually dated piece which Lady Evans mentions belongs to the thirteenth century; and it may be of interest to mention by way of parenthesis that the British Museum has now acquired a bottle of Persian lustre with a date corresponding to 1179 A.D. From this period onward the illustrations are all taken from the work of Persian potters; and it is clear that even if the cradle of the art was in Egypt, its ripest development in the East eventuated in Persia.

Two illustrations borrowed from Lady Evans' book will show something of the skill which the Persian potter had acquired in the thirteenth century. The first is a large dish (it is a pity Lady Evans does not give measurements), probably of Rhages pottery painted in brown lustre. In the lower part is a nude figure floating in a pool, the water, as usual, indicated by fishes, and above is a representation of the same person resting beside his horse while five princesses are watching in the background. This notable specimen is now in the Eumorfopoulos Collection; and it may be added that a date corresponding to a year about 1250 appears in the inscribed border.

The second example is a beautiful bowl from Sultanabad "with brown lustre in a decoration of blue and green on a greyish glaze." In the centre is a royal figure enthroned between two attendants, and below and above are fish which Lady Evans thinks may indicate that the scene is located in lake surroundings. The drawing of this central figure with its noble and dignified mien is remarkable even in Persian pottery.

About three-quarters of the book is devoted to the lustre wares made in Spain. Here the material available is less restricted, and Lady Evans has been able to make a more coherent story. The lustre process was apparently introduced into Spain by Moslem potters in the tenth or eleventh century, and up to



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the end of the sixteenth century it was used with great distinction. The art sank into decadence with the expulsion of the Moors, though it has never become totally extinct. Much of the information on the subject is hidden away in obscure papers and monographs, necessitating laborious research in several languages. Those who have not the leisure for this kind of investigation will find most of the essential facts set out for them in Lady Evans' book. The authoress has spared no pains in collecting her notes; and one only regrets that her careful and conscientious exposition of the story has left her little space for dilating on the artistic merits of the ware. The entire absence of gush is certainly commendable; but there are moments when enthusiasm is at least excusable; and many of the noble Hispano-moresque vases and dishes are worthy of description as glowing as the lustre of their decoration. Maimed as it is, the Alhambra vase must surely be one of the most splendid creations of the potter's art. Standing over 4ft. in height, its shapely form and graceful wing handles are decorated with sumptuous Eastern designs in turquoise blue and golden lustre. Such vases are rare, though Lady Evans is able to mention several other examples; but our public and private collections are comparatively rich in the large dishes on which the Spanish potters lavished so much of their skill. A good selection of these is illustrated, and it is a pity that economy of plates has made it necessary to reproduce them in such diminutive size. It is hard to visualise these noble 16in. and 18in. dishes from the tiny roundels which are shown six on a page.

Another favourite form, the albarello, is figured herewith with its typical Moorish design of the early fifteenth century—the tree of life and bands of *alafia* or conventional Arabic inscription—in blue and golden lustre.

The little space devoted to other European lustre wares, while it gives the English lustre all the notice it merits, hardly does justice to the beautiful work of the Italian potters. It is true that this part of the subject has been fairly fully treated by other writers, and that the exquisite ruby lustre on the Gubbio maiolica is usually subsidiary to the designs painted in colours; but what of the delicate mother-o'-pearl lustre of Deruta? The lustre in this case is the primary feature of the decoration, and many of the Deruta dishes can hold their own with the best wares of Spain.

But the fact that we should have liked to see this part of the subject more fully illustrated and discussed does not diminish our appreciation of what Lady Evans has given us. Hers is a scholarly work on an interesting and attractive subject. The material is set out in workmanlike fashion with full references and a good index. Further, the type and paper are both excellent; and the book is a handsome volume and a desirable addition to our Ceramic libraries.

TWO PICTURE SHOWS

THE love of sport and the love of nature are, in many characters, so closely allied that it is hard to say which it is that predominates; but whether they are nature lovers first and sportsmen afterwards or made on the converse principle, all those who visit Mr. Philip Rickman's exhibition of water-colour drawings of "Game Birds and Others," now being held at the Greatorex Galleries, will spend a pleasant half-hour. Mr. Rickman has the acute observation which will please the naturalist and a power of getting natural beauty into his work. Among his chief successes are "Pride of Possession," a very effective study of the grouse haughtily surveying his lonely kingdom; "Evening—Mallard Coming in"; "A Winter Night," a beautiful moonlight impression of pheasants roosting on a bough; and, as examples of his skill in rendering the subtler beauties of atmosphere, "Winter's Fitful Sunshine" and "The Grey of Morning." There are studies of snipe, sheldrake, teal and tufted ducks, all of considerable charm, and among the pictures devoted to birds other than game are "Cole Tits," "A Magpie," "Goldfinches" and, a particularly charming piece of work, "Snowy Egrets." The exhibition is to be open until December 14th, and the Galleries are at 14, Grafton Street, W.

Mr. J. R. Monsell's Exhibition at the Macrae Gallery, 95, Regent Street, is called "With the 56th (London) Division," but it will interest many who were not with the Division or even in France. Working in pen and ink and sepia, he has shown us the things that we feel certain he really saw, with remarkable simplicity, sincerity and freshness. There may be said to be an Arras wall, a Somme wall and a miscellaneous wall. Mr. Monsell is, we think, at his beslt in his buidings and landscapes. "The Hotel de Ville, Arras," "Arras Cathedral from the Choir" and the "Leaning Virgin, Albert," give a vivid impression of stately desolation. In "Mont St. Eloi" he has made his point with the greatest possible economy of line. Very striking, too, is the drawing of "Forest Guards" with its sense of loneliness and its genuine feeling for the bigness and solemnity of woodland. To those who were "out there," whether in France or on some other front, there is something very friendly and familiar in "Brigade Horse Show," with its groups of watching men and the distant peaceful trees in the background. They, too, will understand all the romance in "Hullo," the telephonist aloft in solitude testing the wires. At one time Mr. Monsell was in command of a Chinese Labour Company and shows a very sympathetic understanding of his "Chinks" in "Chinese Play" and "The Feast of Dragons." In these drawings he has used very effectively some splashes of bright colour which help to give just the right exotic touch and no more. When his subject is a wounded soldier or a dressing-station he has drawn it with a restraint and a complete lack of melodrama which are exceedingly impressive. Here, in short, is the real everyday life of a soldier on active service, drawn by a soldier.

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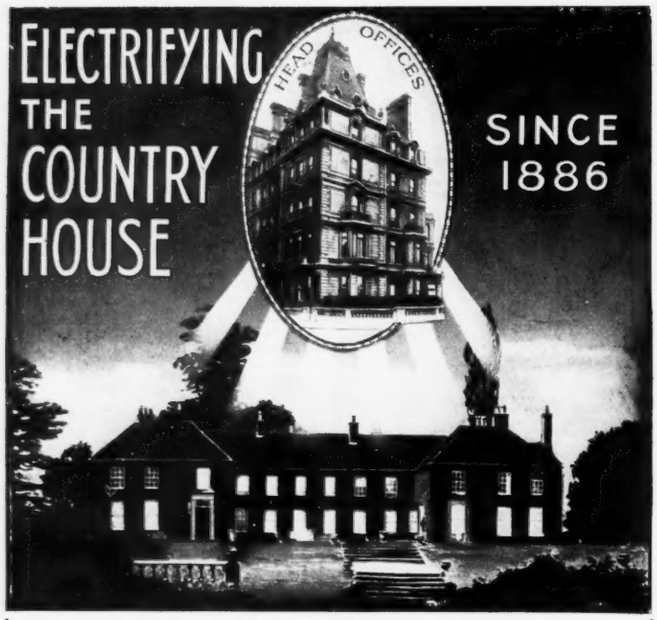
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NEW LIGHTS IN OLD FITTINGS

IN many matters affecting the decoration and equipment of a house that has survived from a past age a certain artistic difficulty is involved in endeavouring to harmonise the old with the new, and this is particularly the case in respect of the lighting fittings. It would be foolish to lay down a hard and fast rule that no modern conveniences should be introduced into an old house simply because the original designer, not being possessed of a prophetic imagination, had made no provision for possible developments, scientific and artistic. And it would be still more foolish to say that the people who occupy an old house must revert in their habits and mode of life to what was customary when the house was built. Common-sense requires that a house which is still fit for habitation should be made reasonably comfortable, and should be brought sufficiently up to date to ensure that existence within its walls is not a sort of anachronism.

Care must be taken to bring the additions as far as possible into agreement with the old work on to which they have to be grafted, and to see that they do not jar with the existing atmosphere. Some gentle subterfuges, some pious frauds, may be necessary to conceal the extent of the departure that has been made from ancient tradition; but the quite legitimate



IN AN ADAM HOUSE: NEWLISTON, WESTLOTHIAN.

objection to purposeless shams must not be carried too far into an attack on that permissible glossing over of essentially modern realities which is the only possible way of avoiding incongruities.

In that branch of domestic decoration which is concerned with the providing of lighting devices, a compromise is inevitable. In many old houses to clear away the chandeliers and pendants which have done good service through many generations would be to alter sadly the character of the rooms, and to replace these pendants by modern fittings, no matter how original and ingenious they might be in design, would be to commit an offence against artistic propriety. But the house-owner is not content with the candles which, when the place in which he lives was built, were the only available lighting appliances; he wants to have electric light like the man in the modern house. A way has consequently to be found of adapting the old fittings to the new necessities; it involves a subterfuge, a sham perhaps, but a sham that is justified by results.

How little alteration is actually required to convert the old chandeliers, intended for candles, into perfectly efficient electric light pendants is proved by the accompanying illustrations. The imitation candles, carrying electric lamps, are decoratively quite satisfactory and give the long straight lines which are needed in each case for the proper completion of the effect contemplated by the designer. It is evident that if globes were substituted for these imitation candles in adapting the chandeliers for electric lights there would be a loss of correct

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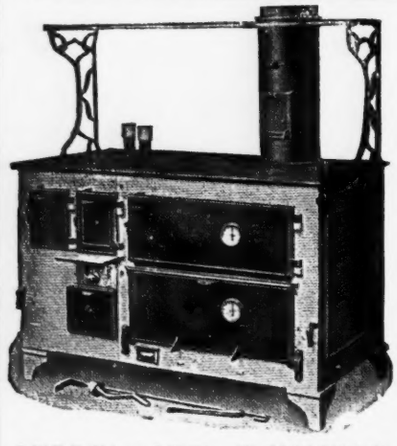
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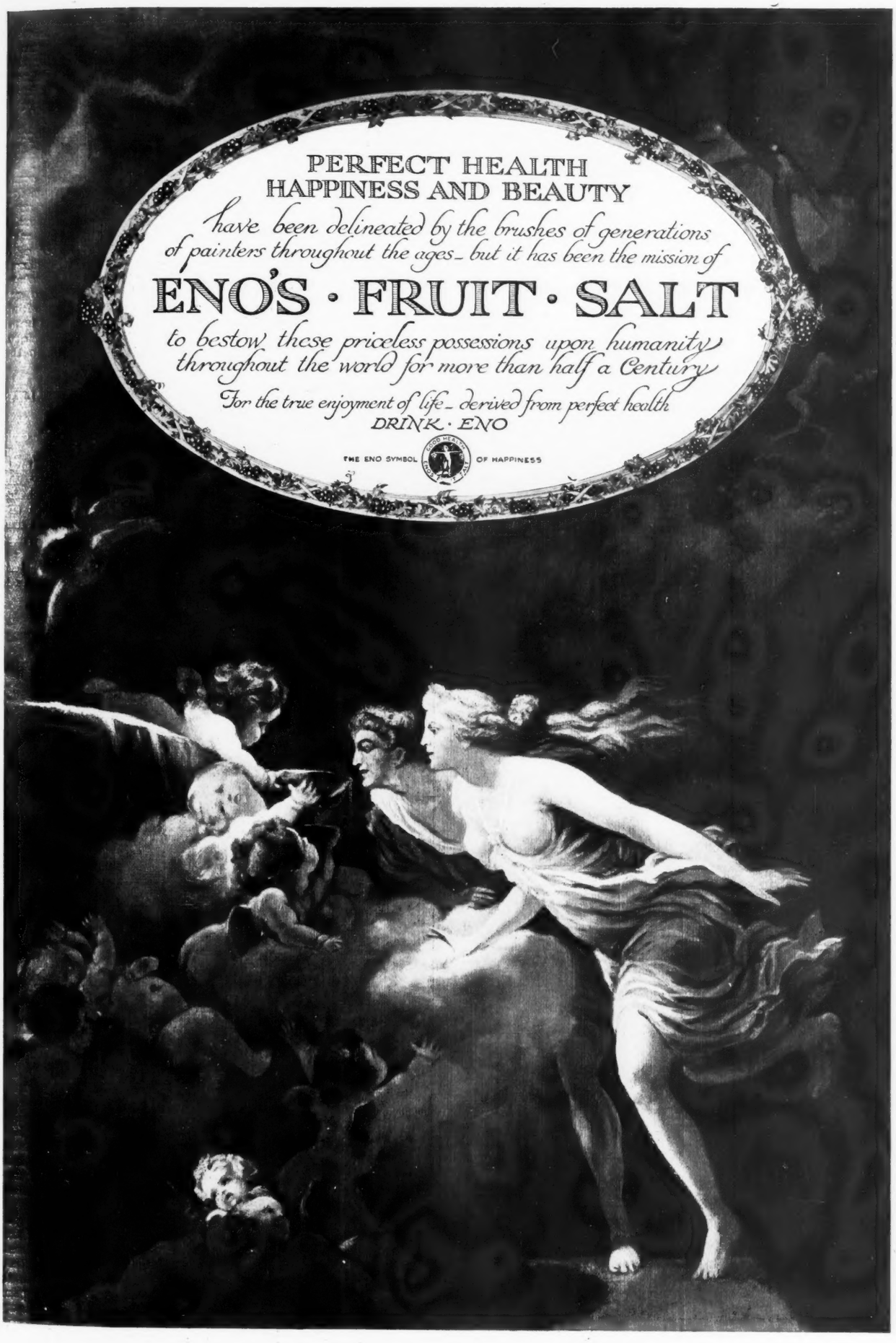
proportion and a certain discordance would be caused in the lines of the design. The sham here is not only excusable, it is necessary, and it can be regarded as a quite legitimate way out of a decorative difficulty. Certainly the trick of making an electric light profess to be what it is not is less objectionable than the destruction of the proportions of the chandeliers would be, consequent on the making of additions to them which obviously were never anticipated.

The beauty of these things lies, in great measure, in their absolute fitness as carriers of a particular kind of light, and when the nature of the light is changed in obedience to a modern demand the modern device must as closely as possible simulate the old. This is an instance of the past being stronger than the present—modern design has to accept and conform to the earlier tradition or else confess to an error of judgment, and an error of judgment that has destructive consequences. It is a question whether cut-glass chandeliers like the one illustrated below would not be even more effective when fitted with electric lights than ever they were in the days when they were



A FRENCH EXAMPLE: AT CHATEAU LOURAY.

filled with candles—whether they would not actually be improved by being modernised. The sparkle and brilliant iridescence which were obtained by decorating the chandeliers with glass arranged so as to reflect and refract the candle-light would become more jewel-like still when the source of illumination was the stronger electric ray. This type of chandelier is, beyond doubt, particularly suitable either for adaptation or imitation at the present time, because its decorative effect is enhanced by greater brilliance of lighting. It lends itself, too, to endless variations in form and character; it can be severe or florid, simple or fantastic, and it is as much in keeping with the modern drawing-room as with the French *salon* or the Venetian palace in which it first had its place. The cut-glass lustre of Victorian days is, perhaps, not unjustly despised; it is too formal and obvious to be artistically good. But, because an excellent material has been misapplied at one period, it does not follow that it cannot be better used at another.


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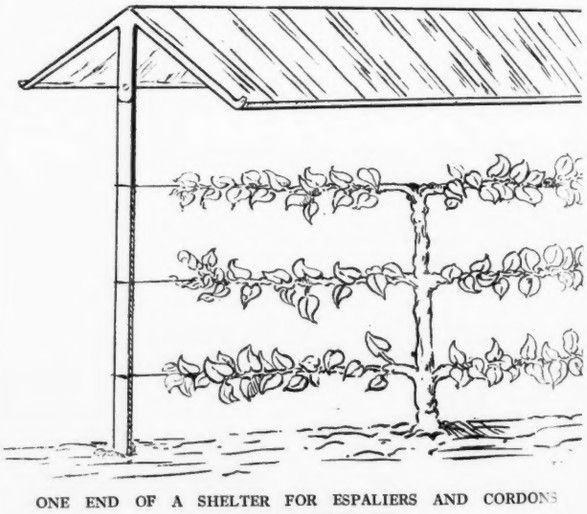
THE commercial fruit shows held recently at Worcester, Maidstone and Wisbech are of the greatest importance to fruit growers, especially in view of the scheme for the issue of a national standard fruit-packing label, outlined by Mr. W. G. Lobjoit, Controller of Horticulture, Ministry of Agriculture, in his speech at the luncheon which followed the opening of the Kent Commercial Fruit Show at Maidstone.

We noticed at the shows that the committees have adopted the Canadian or Oregon box, 18ins. long by 11½ins. wide by 10½ins. deep, and we hope this will be generally adopted. It is the size of box used almost entirely by our exporting competitors. The half bushel sieve is a most useful package for dessert fruit of not first-class merit, and is extensively used for other fruit, apart from apples and pears, therefore it should remain as a package. There seems to be no reason why growers in the large fruit-growing areas should not combine to introduce some form of standard packing and grading and adopt a special label of their own. The difficulty is to secure absolute uniformity of packing and grading, and the only way to get over this appears to be to have a central co-operative packing and marketing society. The individual grower would then hand over his apples to be graded, packed and marketed by the society, and each grower would be paid by the society according to the grade of the apples received from him.

THE VALUE OF SHELTER FOR CORDON AND ESPALIER FRUIT TREES.

In a recent issue of *The Garden* Mr. E. A. Bunyard calls attention to a Continental system of providing shelter for cordon and espalier fruit trees. The system is so very simple and practical that some fruit-growers are about to try the effect of such a shelter on the more tender pears and choice dessert plums. With the aid of this shelter fond hopes are cherished that the Pear Doyenné du Comice and Plum Washington Gage may be made to forget their usual shyness and to produce each year their rare and delicious fruits.

The shelter consists of a small roof some 2ft. wide, just enough to keep off the rain and descending cold. All that is

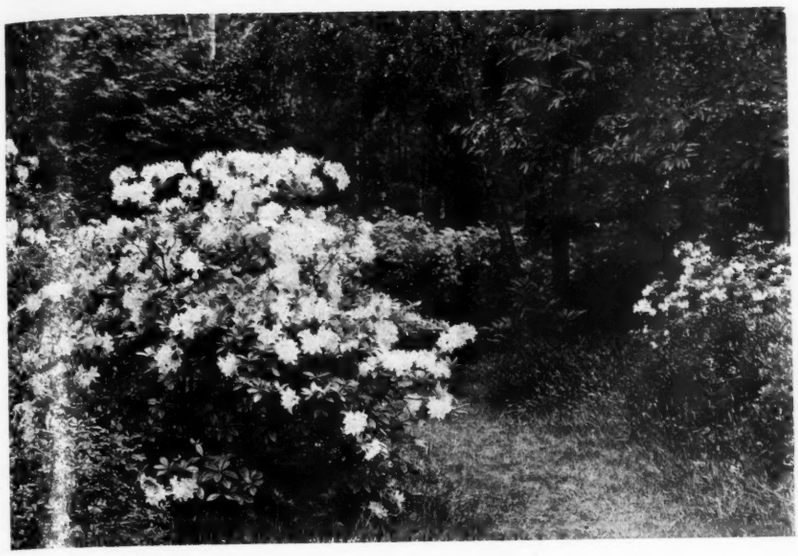


ONE END OF A SHELTER FOR ESPALIERS AND CORDONS USED IN SWITZERLAND.

needed is some T-shaped pieces of iron fixed to the top of the supports which carry the wires for training. The arms of the T are given a slight downward bend to allow the rain to run off. The top of the shelter, as used in Luxembourg and Switzerland, consists of a small piece of board, which is made waterproof by a layer of tarred felt. It would, of course, be better if the roofing were of glass, so that the upper parts of the trained trees would not be denuded of light; but as glass is so very difficult to procure in these days, we suggest the use of the newly invented Spondite, which is quite the best substitute for glass with which we are acquainted. The roof shelter need only extend a foot each way; this is just wide enough to afford the necessary protection.

In the countries referred to it has been observed this year that wherever the shelter has been applied a fine crop of fruit was seen, and where it did not exist the crop was poor or absent. Moreover, there was a complete absence of scab in the sheltered fruit, though scab was only too abundant on other trees in the same gardens. The effect on the crop of fruit carried as against those trees without such protection was indeed extraordinary. This was noted by Mr. Bunyard not in one garden, but in several gardens, and it has convinced him that such a protection for

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GARDEN DESIGN

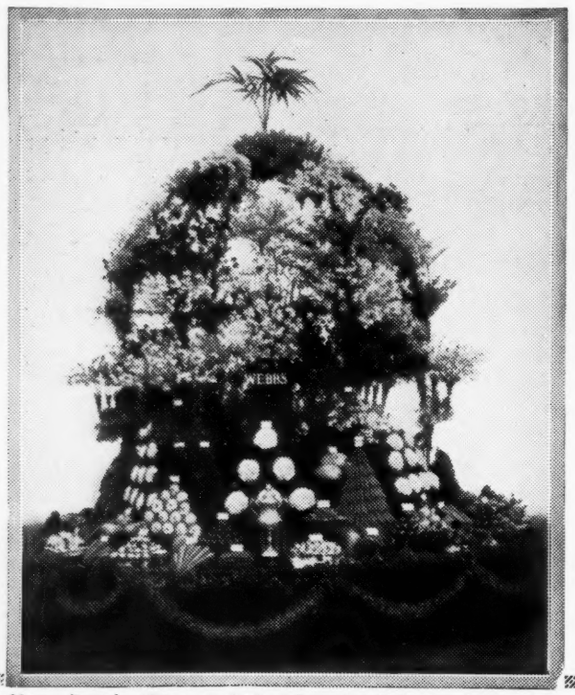
In gardening, as in painting, it is the way in which the material at your disposal is *used* that produces the picture. Good colours, a good canvas, a good subject, will not of themselves produce the picture. However good your plants may be, whatever advantages the site may possess, the garden scheme must be developed with due regard to the suitability of each for each. We have planned and planted many successful gardens, and our experience is at your disposal.

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cordons and espaliers in the open is well worth while. The shelter could very easily be added where there are already iron standards to carry the wire; a small T-piece could be bolted on at little expense or trouble.

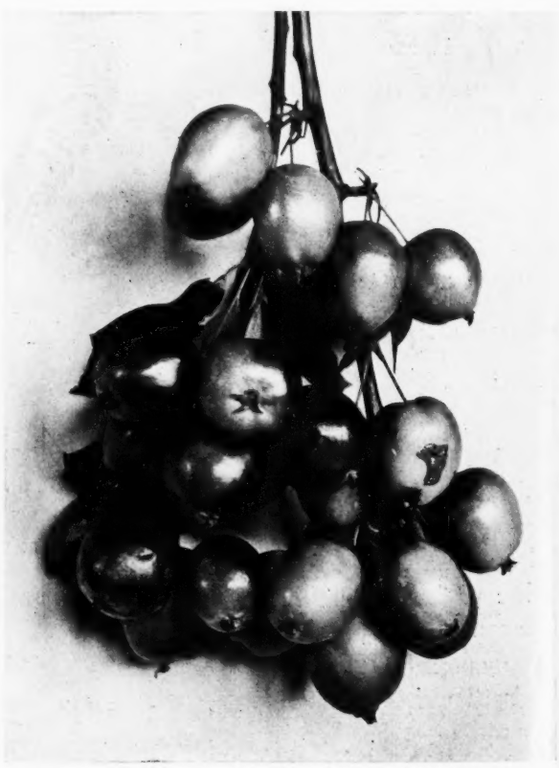
AUTUMN-SOWN BROAD BEANS.

It is to be hoped that full advantage is being taken of this favourable autumn for sowing early broad beans. The broad bean is as hardy as any vegetable in the garden, and it is one of the most delectable for early dishes. Sowings should be made on warm, sunny borders—light, well drained soil sloping to the south will give the best results. It is waste of seed to sow on heavy, waterlogged soil; under such conditions the seed is certain to rot during winter. The soil should be trenched with a layer of decomposed vegetable matter from the rot-pit placed at the bottom of the second spit. To the upper layer of soil add well rotted manure, old potting compost and soil knocked out of pots, for the soil cannot be too light or too rich. It is a good plan to sow in double rows about 2ft. apart and to cover with 3ins. of fine soil. The two lines forming the double rows should be about 9ins. apart. Should severe weather set in cover the rows with a thin layer of fine ashes, and later draw soil and ashes around the seedlings for protection and support.

The Longpod broad beans are the most reliable for autumn sowing—they are heavy croppers and comprise the hardiest varieties—but the Mazagan broad bean is the earliest and its flavour is preferred by many. The Windsor broad beans—large, tender and of good flavour—are generally considered the finest of all for the table; but these varieties are better for spring sowing, as they do not stand the rigours of a hard winter so well as either the Longpods or Mazagan. Two of the best varieties for autumn sowing are Early Longpod and Beck's Gem. Where movable frames are at command it is a good plan to place the frames over the rows during winter. In early spring the frames may be removed and put to other uses. By this means the broad beans are grown on early without the check of transplanting. H. C.

CRAB JOHN DOWNIE.

The fruiting crabs are an important addition to the beauty and interest of the autumn garden, and brightest of all is the red-cheeked John Downie. The individual fruits are not more than 1¼ins. in length, but in a good fruit year they are borne in great profusion, so that the whole of the little standard tree is a glow of rich colour. Some shoots, much longer than

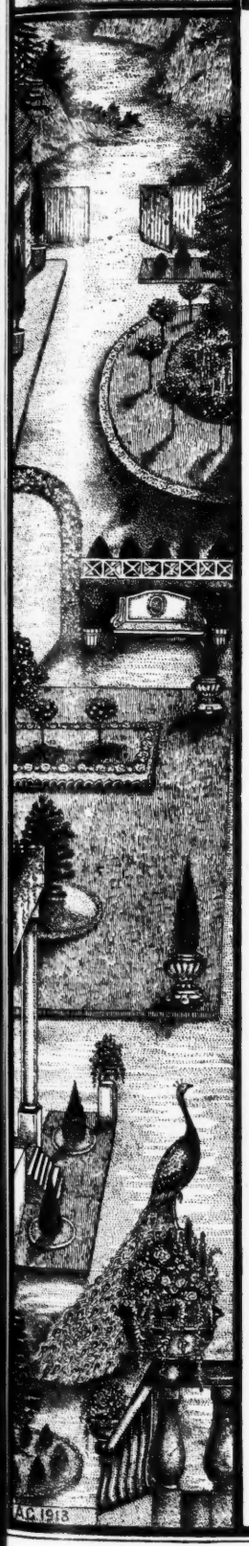


THE RED-CHEEKED JOHN DOWNIE CRAB.

those in the illustration, are simply close garlands of the brilliant little apples. Fairy Apple, another of these miniature fruits, but of a rounded, more regular apple form, is a rosy little pippin of charming form and colouring. Dartmouth Crab is larger, and though highly coloured, the colour is of a heavier quality. The earlier Transparent Crab is bright yellow, and an abundant bearer. All these crabs make excellent jelly. G. J.



Garden Making

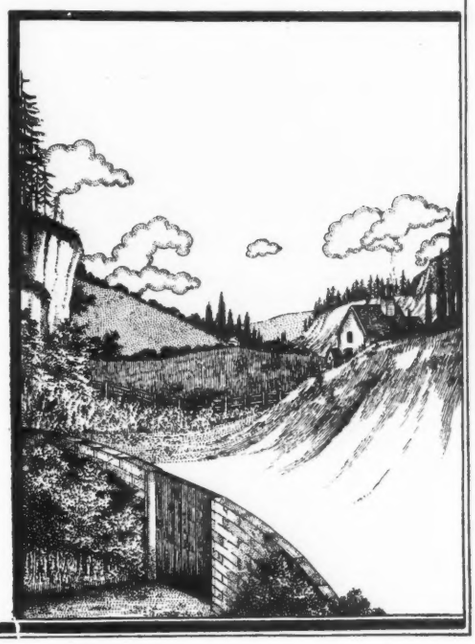


"God Almighty first planted a garden, and, indeed it is the purest of human pleasures. It is the greatest refreshment to the spirits of man, without which building and palaces are but gross handyworks."

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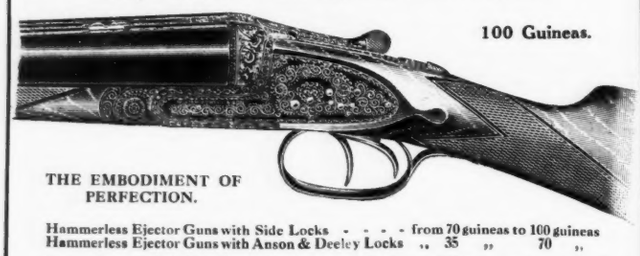
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INCIDENTAL JUVENILE SHOOTING

CHRISTMAS HOLIDAY POSSIBILITIES.

THERE are many boys who, at this season of the year, look forward to the early possession of their first gun or rifle. But things have changed in a good many ways since their elders passed through the same period of existence, when life is so full of the joys of anticipation. The Christmas holidays, if spent in the country, seem especially set aside for shooting—sparrows in the rickyards, odd remaining rabbits to be ferreted out of their burrows, rats to be treated likewise, wily jays and magpies to be circumvented in various ways, woodpigeons feeding on the fields or returning to their favourite roosting places, moorhens to be driven out of their reedy concealments; in fact, there are dozens of opportunities apart entirely from regularly organised shooting. However, as before stated, things are not quite as they were, or ought to be, but the best must be made of them.

A beneficent Government has developed in its several departments a grandmotherly attitude towards the private citizen and an ambition to regulate his actions in matters where formerly he was supposed to be able to take care of himself. In the Department of Firearms a most drastic set of changes has come about in the last few months. Shot-guns, thank goodness, are immune, and so are air-guns, but anything else which is rifled so as to fire a single projectile comes under the ban.

If a .22 rifle is the object of your ambitions, you have got to go to the police and fill in a yellow form, stating the various particulars in so seductive a form that the police heart will be softened and he will let the permit go through. You must not rely on a parent or elder brother to take your place, for the law is so strict that its letter is infringed should anyone even say to you, "hold this rifle while I jump the ditch." Such an action is construed as parting with possession, and the last named is construed as selling by the one party and buying by the other. The penalties for buying and selling without due authority are so drastic—at any rate, on paper—that you qualify to eat your Christmas dinner in prison should you happen to offend. The sole remedy is to seek proper authority and hope that the police will be in aimiable mood when the form arrives.

SHOT-GUNS AND AIR-GUNS.

The easy way of escape is to transfer longings to shot-guns and air-guns. The last named have reached a terrible price, being no less than five pounds something in B.S.A. make. On the other hand, the ammunition is cheap, and a wonderful amount of shooting can be done with but a nominal expenditure on slugs. The air-rifle is at its best in gardens and other places where the feathered tribe permits a near approach. In the open distances lengthen, unless perchance you come across a flock of fieldfares or redwings intent on stripping a hedge of its ripe red berries. Better preparation for serious work may certainly be gained by using a .410 shot-gun. This is quite safe for use in every direction, barring the horizontal, in which case a clear view of the background is necessary to ensure the absence of humans, cattle, etc. One rule should be engraved on every air-gun: "Do not fire at cattle."

The .410 is really an interesting little weapon. It shoots but ¼ oz., or 5-16 oz. of shot, though, so long as the barrel is fully choked, this is a deadly charge provided it is skilfully directed. Its advantage over the rifle is that it can be used on moving objects, so instilling the principles of forward allowance. There is a lot of talk about the best way of teaching a boy to shoot. Some day I will write more fully on this subject, but right away I would say: "Catch him young, get him a .410 shot-gun, double-barrel for preference, fully choked for certain, and turn him loose with a pocket full of cartridges on the largest available acreage." In that way he will never run the risk of becoming gun-shy, and he will learn in the simplest and readiest manner possible just how much aiming is necessary to plant the charge on the object and in just what fraction of a second the whole thing must be done.

THE RECIPE FOR LEARNING TO SHOOT.

Larger bores, such as the twenty, firing its ¾ oz. of shot; the sixteen, its ⅞ oz.; or even the twenty-eight, with its ⅝ oz. charge, are all proportionately better than the .410, but the ammunition, unfortunately, costs the same as that of the twelve, this being a piece of bad arithmetic on the part of the manufacturer which I, for one, cannot excuse. Lots of casual shooting is the recipe for learning, and if funds do not allow of full indulgence with a serious calibre, get a .410, and, failing that, let it be an air-gun. The one thing is to fire lots of shots. Even the air-gun is not an absurd weapon to use at moving objects. There are many places where rooks, starlings, etc., regularly pass from one place to another. They can be shot at in transit and, though seldom or never hit, a quick eye can detect the bullet in the air and note by how much the aim must be in front to ensure approximate intersection of the two lines of flight, be it understood, at the psychological moment. Another way of learning the critical question of time in shooting is to hang a tin, of about condensed milk size, by a 4ft. length of string on to

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the overhanging branch of a tree or to the handle of a garden roller. Impact will set the tin swinging, and a nice reproduction of flying conditions is obtained by hitting the tin when at full swing from a range of about 15yds. The same tin can be thrown up in the air by a friend, and is much easier to hit than most people would suppose. If you aspire to become a good shot, do lots of shooting when young, and do not forget that the catapult, with its fully visible projectile, inculcates many valuable lessons when used against flying birds. The whole thing is to learn instinctive distance judging, selection of the most favourable time of firing and instantaneous estimation of pace. Nearly all the bad shots I have watched are deficient in these rudiments.

MAX BAKER.

A SHOOTING TRIP on the PERSIAN FRONTIER

HAVING enjoyed a winter near Mosul, where game of all sorts was to hand at every camp, life was somewhat dull when we moved in March to a camp near Baghdad, utterly destitute of everything, even the ubiquitous sand grouse. So, when news reached us of the wonderful possibilities of the country round the Diala river, prospects of a shooting camp were soon the chief topic of conversation. We eventually decided upon a base at Khanakin, which was the Persian frontier station on the Baghdad-Quaritu railway. Leave and other difficulties having been overcome, we finally foregathered at Baghdad and entrained in the depths of the night. It is amazing how comfortable a party of six can be in a cattle truck; three camp beds in line at each end and a table in the middle.

The weather was lovely next morning and we were all up in time to see the Diala river rushing alongside, and to pass the Khanakin railway bridge, said to be the finest engineering feat in Mesopotamia. There were six in the party, but, unfortunately, one had gone astray, together with a beater and part of the rations, so that our number was reduced to five. Some Indian drivers from the battery acted as beaters. The stationmaster having agreed to provide some local inhabitants to act as carriers, half a dozen of these gentlemen, a sort of mixture of Persian and Kurd, made their appearance. They were short, broad, muscular fellows, dressed in a weird hat of black felt, rather like a bowler without a brim, and a form of exaggerated felt waistbelt, which one of the party described as "asbestos suiting,"



THE GUNS AND SOME OF THEIR MIXED BAG.

certainly an excellent description. They all had beautifully "bobbed" black hair, parted in the centre and oiled down on each side of the head, giving them the appearance of the "Widow Twankey" of the pantomimes. Some of them wore canvas shoes with soles made of compressed rags, which looked very solid, and I believe last them a lifetime.

A piece of thick scrub was first walked up in the hope of finding black partridge. The birds were very wild and gave most sporting, though difficult, shots. The scrub was so thick that keeping a strict line was out of the question; further, we had great difficulty in picking up the birds, sadly missing our dogs as we invariably lost any "runners." This system continued until we reached the river, a tributary of the Diala, the last few yards of scrub yielding a good bag. We then worked along the edge of the line on the river, but the scrub was very thick—in places over six feet high—and the going was somewhat difficult. By midday it had become quite hot, but by way of compensation a beautiful view of the Push-ti-Kuh mountains had unfolded itself. The plain stretching to the foot-hills was dotted with little villages of mud and brushwood, innumerable streams winding in and out, with occasional crude temples or mud shells of deserted villages.

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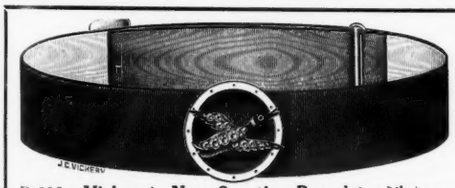
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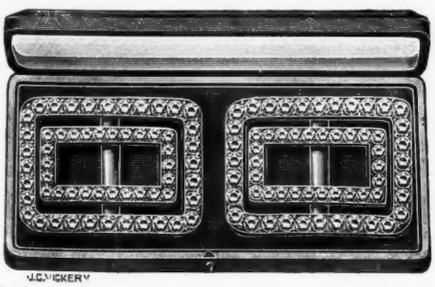


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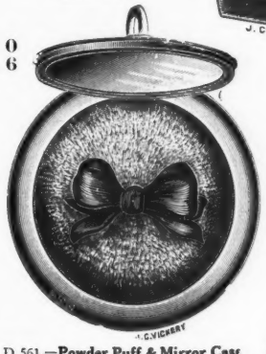
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Very hungry and thirsty we called a halt for lunch on the river bank and proceeded to dry our clothes and boots, which were soaked from the fording of numerous streams. A problem confronted us at lunch in the drink question, for, as we had to travel very light, the commissariat department had allowed only half a bottle of beer each. But the day had proved much hotter



HAVING CAUGHT THEIR COW, TWO OF THE PARTY PROCEEDED TO MILK IT.

than was anticipated, and seven hours of solid walking had produced a bigger thirst than the allowance would assuage. Two of the party undertook the task of milking one of the several cows from the neighbouring villages which were grazing near by. Catching them proved no easy job, and the one solitary victim yielded but a thimbleful of milk. Greatly against inclinations the party was reduced to drinking from the river. It certainly was very refreshing and proved to have no ill-effects.

After lunch, walking as before, but with somewhat better success, we eventually reached a "jeel," where we decided to sit up and wait to "flight" duck. This was an excellent idea, as everybody was dead tired, even the carriers threatening to strike if they were asked to walk any further. No great success attended our efforts, and we had great difficulty in gathering the slain, for the jeel was full of creeks entirely covered by long grass. Finally, after a very damp and tedious job, we decided to stagger to the railway line and to wait for the evening train, which we knew would soon be due and which would save us the long walk back to camp. Two unfortunates stayed to pick up a mallard, missed the train, had a six-mile trudge home, and were not approachable for days.

Day by day the programme repeated itself until the conclusion of a very successful trip had been reached. We had



CROSSING A "JEEL."

averaged over a hundred head a day, chiefly black partridge, but duck of all sorts, a few hares, a sprinkling of snipe and sand grouse—not forgetting two wild cats—made of the total a remarkably mixed bag! A fair number of large pigs had been encountered in the scrub, and plans for a pig-sticking expedition were discussed. We hitched our trucks again to the train on Sunday night, and by noon on Monday morning were back in camp again—pretty tired, most of us with blisters, all a few shades deeper brown, but with good supplies for the mess larder and the memory of a really splendid trip.

For real sporting shooting with large and varied range of game, where the sportsman is pitted direct against Nature, with none of the artificiality of drives and butts, the hitherto untapped stretches of Mesopotamia and its surrounding countries offer wonderful possibilities. DUDLEY W. CLARKE.

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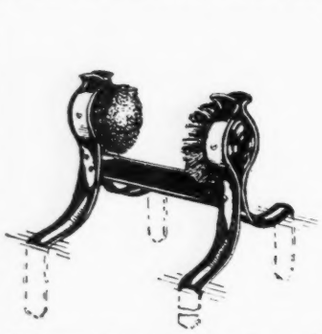
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The Children's Life of the Bee (Allen and Unwin, 8s. 6d.), should be a matter for much congratulation to them and to their grown-ups, who can now put into their hands a piece of beautiful literature as enchanting as a fairy tale. The illustrations, by Edward Detmold, will help to visualise the lives of these interesting insects. *More Plants We Play With*, by H. R. Robinson (Wells, Gardner, Darton and Co,, 7s. 6d.), tells of games that can be played with the wild plants of the countryside—games that have probably been played by the peasant children for generations past. The book is illustrated with the plants which are the children's playthings.

BOOKS FOR THE SCHOOLGIRL.

SCHOOL to most schoolgirls is the one absorbing topic. What her own particular school has done, or is going to do, at hockey or basketball or in "Matric."; the tiresomeness of "prep." or the enchanting character of such and such a mistress—these are what the normal schoolgirl likes to talk about and to read about, too. The authors who cater for her have been alive to her *penchant* this year, and among books for girls school stories certainly are in the majority. *Just Gerry*, for instance, by Christine Chaundler (Nisbet, 6s.), is a book which every young person in short frocks should adore, for it tells of a shy and shrinking little new girl who, laughed at by almost everyone at Wakehurst Priory, turns out to be a real little heroine of the best sort. The story of Tormentil who went to a boys' school—her elder sister replaced a master there when war had depleted the staff—is told delightfully in *The School Torment*, by Elsie Oxenham (Chambers, 6s.); and in *Lion's Hearts* (S. P. C. K., 3s. 6d.) Constance Spender carries on the fortunes of Damaris, the sensitive, charming little heroine of *The Gilroy Family* who is now at a boarding school, and of her loveable family of brothers and sisters. Another school story from Messrs. W. and R. Chambers is called *A Riotous Term at St. Norbert's* (6s.), and May Baldwin gives in it a very bright and merry account of her young characters and their doings. This is a book that is not only amusing and well written, but excellent in tone, a characteristic which it shares with *The Right Kind of Girl* (6s.), which rejoices, too, in a perfectly delightful paper wrapper, and is written by Dorothea Moore, whose books have delighted so many young people and is published by Messrs. Nisbet. *Mrs. Strang's Annual for Girls* (Humphrey Milford, 7s. 6d.) makes an even wider appeal. The schoolgirl and her sister who has just left school will alike find its contents engrossing, and probably older members of the family will be seen browsing on the excellent short stories it contains, while pretending to just turn its pages to see the really charming illustrations. *The Admiral's Daughter* (4s.), from the same publisher, by Margaret Stuart Lane, is a romance of the times of wicked Judge Jeffreys, excellently imagined and told and very well illustrated. The girl who does not revel in going to Court with Marion or admire dear boyish Roger, with his stiff hair and his love of the sea, will be the sort of young person who ought to be condemned to read Euclid only for the rest of her life.

For the girl who loves animals two dog books are particularly to be recommended. The first is *A Peke's Pilgrimage*, by Mabel Romer (Cecil Palmer, 5s.), the apparently true, and certainly pathetic, story of a little dog; it is just the book that will become a treasured possession. The second is *Nero: An African Mongrel*, by Jane Spettigue (Lane, 6s.). Here, again, the story ends with the small hero's death, but not until after many pages have been filled with most engaging accounts of his adventures. D. E. Seymour Hayden has very cleverly illustrated it, dogs black and white and the merriest grinning Kaffirs being scattered through the pages. She draws dogs with the sure hand of the dog lover.

FOR THE SCHOOLBOY.

PERHAPS the most thrilling and dear of all the long, long thought of youth is the question, "What are you going to do when you are a man?" *The Iron Way* (Nisbet, 6s.) is all about a boy who left a Public School to begin railway life as a porter, and the author makes out quite a good case for such an enterprise. It is full of all sorts of adventures, and Kenneth Fawley is as lucky as he is straight and brave. This should make an enthralling present for any boy; and this may be said with equal truth of *Caught Out*, a Public School story, by Kent Carr, which comes from Messrs. W. and R. Chambers and costs 6s. Older boys and those who are keen to derive something more than amusement from their reading will hail *John Buchan's Annual: The Long Road to Victory* (Nelson, 7s. 6d.) as just what they like best. It is a book of soldiers' tales of the Great War, told, in most cases, by men who actually took part in the events recorded. An idea of the contents may be gleaned from the titles of some of the chapters: "First Ypres 1914," "The Call: The Tale of a Tank" and "The River Column in North Russia." A chapter on "Bunking" is contributed by Captain F. Yeats Brown, the history of whose adventures in escaping from Constantinople was told at some length in COUNTRY LIFE. From Messrs. Longmans, Green and Co. comes *The Book of Good Hunting*, 10s. 6d., in which Sir Henry Newbolt sets forth, after a chapter on "The Nature of Sport: Sport and Cruelty, etc.," thrilling stories of the chase, dealing with elephants, lions, tigers, deer, fox hunting and fishing. The sport loving boy will revel in this volume. Another book which will appeal to him is *The Book of School Sports* (Nelson, 6s.). It is edited by Gilbert Jessop and J. B. Salmond, and the contributors include L. Aytoun, who writes on golf; H. T. C. Reid, lawn tennis; A. Macfarlane, Association football; and several others. There is a chapter on "Sports Records" by the Editors. Last, but not least, must be mentioned a very well printed edition of *Robinson Crusoe* (3s.), coming from Messrs. Ward, Lock and Co. For the boy who does not yet possess Defoe's masterpiece no book could be a happier choice.

FOR VERY SMALL PEOPLE.

AMONG the books that quite a little person, still in the "being read to" stage, will like to be given this Christmas Mr. Walter de la Mare's *A Child's Day* (Constable, 7s. 6d.) stands certainly first. Carine and Will Cadby have illustrated it with most charming photographs of a real small girl, and the little persons who have such poems read to them

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will be happier and wiser all their lives for their echoes in their minds. And yet what could be more amusing than, for instance, the poem on the bath which reminds us that—

"Puma, Panther, Leopard, Lion,
Nothing but green grass to dry on."

While

"As for the plump Hippopotamus,
He steams himself dry to save a fuss."

Peter's Pencil, by Phyllis Morris (Lane, 7s. 6d.), is a really funny story, with really funny illustrations all about a little boy whose drawings came to life, and in *Tales of Happy Common* (Dean and Son, 5s. 6d.), Agnes Crozier Herbertson tells yet another dainty tale about Be Wee the Gnome, the Nimble Mouse and the Creepie man, who kept bits of weather in his sack. The illustrations by Lilian Govey are quite delightful. *The Book of the Clock* (Ward, Lock and Co., 3s. 6d.) has twenty expert illustrations by Margaret Tarrant and many jolly rhymes by Harry Golding about the things one does at different hours of the day. It will be quoted in half the nurseries in the land for weeks after Christmas. *The Wonder Book* (6s.), an annual for boys and girls from the same publishers, is just everything that its name promises, in fact, everything an annual ought to be. Four dear little half-crown books from Messrs. Mills and Boon are *The Gnome's Treasure*, *The Land of Nursery Rhymes*, *The Riddle of the Wood* and *The River of Dreams*. They are all by Alice and Clarence Ponting and the illustrations, being photographs, will probably do more to establish the reputations of gnomes, cockyolly birds and others of their kind than any number of ordinary fairy books. *The Gentle Heritage* (Ward, Lock and Co., 5s.), by Frances E. Crompton, will, perhaps, suit a slightly older reader. It is a pretty, daintily told tale of a family of most amusing children, whose observations on their elders are just a trifle too acute to be in character; but small hearers will scarcely be aware of the fact, and older readers-aloud will probably enjoy their task all the more on that account. Mrs. Molesworth's *Carrots* makes a welcome reappearance from Messrs. G. Bell and Sons (5s.), illustrated in the prettiest fashion imaginable by M. V. Wheelhouse.

BOOKS FOR GIFTS.

WE feel we are entitled to a little luxury at Christmas time and bright colours and all beautiful things that will add to our happiness, and that we may quite conscientiously open our purses and indulge in that greatest of all delights, books *de luxe*. *The Charm of Kashmir*, by V. C. Scott O'Connor (Longmans, £4 4s.), is indeed a majestic and magnificent book. With sheer delight we wander through its pages, and the quiet and the loveliness of the happy valley, "The Paradise of the Indies," sinks into the soul. The paintings by Abanindranath Tagore interpret with real vision the spirit of its beauty; so, too, do those of Mrs. Sultan Ahmad. Miss Hadenfeldt and the late Colonel Strahan, too, contribute their share to the joy of the book by their pictures, and the illustrations from photographs are exquisitely reproduced.

From Messrs. Methuen comes a beautiful edition of *The Scarlet Letter* (31s. 6d.). Nathaniel Hawthorne's story was among the last books illustrated by the late Hugh Thomson, and his delicate line and fine characterisation have seldom been used to better advantage. Those who will make their first acquaintance with Hawthorne's masterpiece in this charming guise have a great treat in store for them. American literature has produced few books more widely appreciated than the *Scarlet Letter*, and as a book which depends much upon atmosphere for its appeal, it is clearly one which can be enormously assisted by good illustration. *Le Morte Darthur*, in two volumes (Lee Warner, £2 2s.), contains numerous illustrations in colour by W. Russell Flint. Lovers of Malory will find the artist in full sympathy with his subject and the volumes a treasure to be coveted. It is pre-eminently the Christmas gift for lovers of the Arthurian legend, and one can imagine the joy with which many people will find a place on their shelves for this delightfully illustrated version of a classic so securely placed in the affections of the nation. In *Habits and Characteristics of British Wild Animals* (Chambers, 21s.) Mortimer Batten tells, in not too technical a fashion, the life stories of the red deer, roebuck, weasel and stoat, otter, hedgehog, wild cat, and many more of their brethren. The lover of wild nature will appreciate this pleasantly given insight into the ways of our national fauna, and the pictures by Warwick Reynolds are quite as delightful as the text.

Again the exotic periods of Omar Khayyam, the *Rubaiyat* (Constable, 21s.), come to us in a fresh guise; this time with illustrations by Ronald Balfour, who has just the esoteric lightness of touch which gives fresh interest to their Eastern melody. *Torquay*, by John Presland, illustrated very beautifully by F. J. Widgery (Chatto and Windus, 15s.), gives its meed of appreciation to our own fair county, and will be welcomed by all lovers of Devonshire.

Of another type, but no less enchanting of its kind, is *An Embroidery Book*, by Anne Knox Arthur (Black, 10s. 6d.). Very simply and very clearly it explains how every fancy stitch that is ever invented is accomplished. It makes suggestions, it feeds the imagination, it stimulates the invention of the needle lover, and its illustrations are more useful than any we have yet come across. Of like order is *School and fireside Crafts*, by Ann Macbeth and Mary Spence (Methuen, 8s.), but this deals not only with needlework, but pottery-making and decorating, basketwork, wood carving and leather work. The book is most carefully arranged, and here again the illustrations are most helpful.

The second impression of *Peacock Pie* (Constable, 12s.), with Mr. Heath Robinson's delightful illustrations, will afford infinite pleasure to the many who love Mr. Walter de la Mare's whimsical and tender verse. For a person with a taste for something in the nature of an essay and with a sense of humour, a suitable book as a gift would be "*From Other People's Wastepaper Baskets*" (Elliot Stock, 7s. 6d.), which consists of a number of rambling letters from one, Peter Brown, touching lightly on a wide variety of subjects and illustrated by a profusion of quaint and clever drawings by C. Catherall. The author is A. E. Cutforth. Where a very small book indeed is required, the reprints of four of Dickens' lesser known Christmas stories, *A Holiday Romance*, *A Christmas Tree*, *The Seven Poor Travellers* and *A Child's Dream of a Star*, will be found to be very good value for the modest one-and-sixpence which they cost. They are each adorned with a dainty cover and are published by Mr. Cecil Palmer.



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AN INSURANCE-LESS WORLD

IF our ancestors had the same craving for security that we have, they must have had stouter nerves or else have spent many more sleepless nights. But in an age when insurance was unknown security was an unattainable ideal, and so, perhaps, they cultivated a fatalistic philosophy. Had there been a well developed system of insurance in the Land of Uz, Job would not have suffered such catastrophic misfortunes, nor would he have been stripped so wholly bare. He could have insured against the fire which fell from Heaven and burned up his seven thousand sheep, and against "the great wind from the wilderness" which smote his house and slew his sons, against the irruptions of the Sabeans, who bore away his oxen and his she-asses, and against the three bands of Chaldæans who raided his camels. Even the historic boils which afflicted him might have been "covered" by a sickness policy, and the comfort which he would have derived from his sick benefit would certainly have been a greater solace to him at the time than the dismal condolences of Eliphaz, Bildad and Zophar. It is true that Job was greatly blessed in the end, and not even the most modern insurance company could have guaranteed to him three such fair daughters as Jemima, Kezia and Keren-happuch, but he would have been spared some of the worst features of what—while it lasted—was a particularly bad time.

We find it almost impossible to visualise an insurance-less world. Fancy not being able to insure against loss of any kind, and that under conditions where humanity was infinitely more defenceless against the storms of circumstance than it is to-day. When the perils were greatest, protection was totally absent. Now we have learnt at one and the same time to overcome the perils and to make safe against the loss. Take fire, for instance! What must have been the anxieties of a timid householder living in a wooden house in a street so narrow that he could almost shake hands with his neighbour across the way from his upper overhanging windows! He had to keep all his valuables in the house, for there were no banks or safe deposits. He was at the mercy of the carelessness of any member either of his own household or of that next door.

RISKS ON THE RIALTO.

It must have bred a spirit of fatalism to feel that you were the sport of fortune and at the mercy of powers which you little understood. Life was a tremendous gamble. The rich man to-day might be a pauper to-morrow, even in the way of ordinary business. Similar vicissitudes are not unknown with us, but only when a man is deliberately reckless and plays at dice with Ruin. Shakespeare, in the opening scenes of "The Merchant of Venice," gives better than anyone else the atmosphere of the insurance-less world, when he depicts Bassanio on the Rialto—a prosperous, high-spirited, Venetian merchant, serenely confident of his assured position and never dreaming that such a succession of shattering blows could so soon overtake him. The bond which his friend Antonio gives to the Jew causes neither an instant's anxiety; it were unheard of that all his argosies should founder, since even Chance and Mischance act by a sort of rule. Then the evil tidings crowd in upon him; Bassanio is ruined, and Antonio is in the clutches of Shylock. That was the world without insurance, where there was no making terms with bad luck or compounding with misfortune, and where those who lost might easily lose all.

Speculative traders styled themselves "Merchant Adventurers," and adventurers they assuredly were. When they put their goods on board a ship, they locked up their money in an undertaking which was full of hazards. Only the hope of gigantic profit tempted into foreign trade those who had the speculative fever in their blood, and when losses were made they were usually total. All this is far removed from the atmosphere of to-day, when practically no risk is so great as to be uninsurable, and men can still play for partial safety even when they are punting hard.

STARTLING THE ANCIENTS.

Sometimes one feels what a joy it would be to recall to earth for an hour the representatives of an earlier day and give them a glimpse of how the world is being run now. One would like to take Dr. Johnson—who thought that to ride in a fast post-chaise was the acme of human delight—for a trip in a high-powered car. One would like to show Sir Isaac Newton an aeroplane in full flight, or watch the face of Adam Smith when told the present figure of the National Debt. But I doubt whether anything would more gravely surprise the plain business man of the Cheapside of three centuries ago than to explain to him how he could insure against both the major and the minor ills of life and get safe every time for a modest outlay. Death, accident, sickness, fire, the moth in your best furs, a burglar's visit, the rainy day which spoils your garden-party, a burst boiler or loss of rent, civil commotion or measles—the range of security is inexhaustible. The only thing to do in the old days was to say "Kismet" and repair a loss by new exertions; now you ring up your insurance agent and forward particulars of claim.

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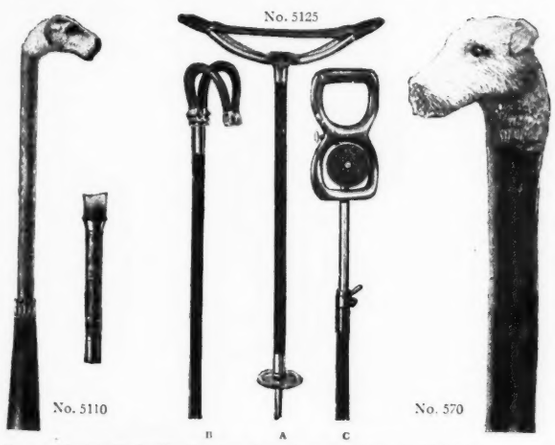
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THE PIOUS SPORTSMAN.

On a recent Sunday, as is usual, we listened to much common sense, or rather it was "uncommon" sense, which fell from the lips of the Rev. E. A. Dunn. I gathered that he—like his former chief in the East End, the Bishop of Chelmsford—was in business prior to entering St. John's Hall, Highbury, for training for the ministry. Mr. Dunn commenced his discourse by alluding to the beautiful prayer offered in our churches during this period of industrial strife. He said the prayer reminded him of a very pious man who owned many horses. One day the groom told his master that a thief had been to the stable and had stolen a horse. The dear old man replied, "We must pray that the thief will repent and bring it back." Two days elapsed when the groom announced the thief had come back. "Praise the Lord," said the pious sportsman. "But," urged the groom, "he has taken another horse." The moral was it is no use to pray such a prayer unless the stable door is locked. Then there followed one of the finest sermons on the industrial trouble that one could ever hope to hear—all the more valuable because the preacher came from Willesden, an important centre of railway workers. He reminded us that it is a few years since a married platelayer had only 21s. per week and no chance of a tip of any kind. Hundreds of railwaymen attended his church, but unfortunately the church-hall was altogether too small and only adequate for a village, and it was exceedingly difficult to get outside help to build another.

Whether I offend or please by being frank, I assert that it was wicked, as happened in my earlier days (I am now only in the fifties) to pay an agricultural labourer 12s. per week on which he was supposed to support a wife and family. My fellow-county man, Charles Kingsley, used to get into hot water for trying to bring about a better state of things. My education from the age of seven to eleven cost one farthing a week; then I was sent out to work by my schoolmaster, and soon found Thomas Taffowen a hard task-master, and twice fainted in carrying a barrel of butter from Bishopsgate to Islington. I did not faint in bringing up twelve quarts of water every morning to dilute the pure milk. Yes, for two years I was a milk-carrier, and I am not ashamed to own that during that period I pursued the milky way. My master (who was not a Devonian) had two large bowls on the counter; one was marked "From special cows, for infants and invalids," which was not true; but it was pure, and full price was charged for it. The other bowl had the milk diluted with water and sold cheaper. Thomas Taffowen was generous about Christmastime. He used to give his customers a little cream, but he started a month before Christmas and continued a month after. Not only did he water the milk but he used to skim off the cream to provide the Christmas boxes for his customers.

I was not able to stand that, so I gave notice and commenced my training for my present career by entering a jeweller's.

Incidentally, Sir Thomas Lipton's story is interesting. Like me, he started with one boy. He tells the following amusing story. One day the youngster complained that his clothes were shabby, whereupon Mr. Lipton gave him a sovereign to buy a new suit. Next day the boy did not turn up to work, and on Mr. Lipton meeting his mother he asked the reason why. "Jimmy looks so respectable, sir," she replied, "that I thought I would send him round the town to see if he could get a better job."

But to return to my subject. To my mind it is due to past tyranny and oppression in Russia that the present trouble exists, and it is equally true that the treatment meted out to the masses in the past in this country is responsible for much of the unrest which is causing such anxiety. I well remember the doctor at the London Hospital telling mother to give me new-laid eggs, which was impossible even when eggs were cheap. My father used to share his by giving us a spoonful each.

For God's sake let us get to the root of the trouble before revolution comes. It is never too late to mend. It often fills me with sadness when I recall that while our soldiers and sailors were dying by thousands women of noble birth were gambling away their possessions in their West End clubs. A lady about three-score years, possibly more, came to my offices and asked me to buy her diamond rings for £500 money down. I told her they were worth £700 and that I could not pay less. I afterwards learned from another old lady who came attended by her maid to sell her jewels, who, after getting her cheque, said, "You had Mrs. —— here yesterday; did she tell you why she wanted the £500?" she asked. I replied, "No." It seemed that Lady —— had said that she would not play any more with Mrs. ——, as she did not believe she would pay her debts, whereupon Mrs. —— rose in great wrath and slapped Lady ——'s face and rushed out to me. On her return she told how that I had paid her £200 more than she had asked for. Mrs. —— paid her debts and then gambled away the other £200. Is it not too sad?

It is this class of people who are responsible for much of the present condition of things. It certainly is not the good landlord or the country squire with the old retainers and pensioners, who have always been well treated and looked after and kept from pauperism. It is the latter class of the New Poor, for whom I am working so hard to enable them to meet these voluntary dues on their incomes, which are reduced to one-third of their pre-war value. However, that is sufficient sermonising, so I will get on to the business. Like the Bishop of Chelmsford and the Rev. E. A. Dunn, I have not had the advantage of a 'Varsity training. On a boat coming up the Thames the other day two men were conversing—one a fat business man, the other a thin aristocrat. "But you must know, old fellow," remarked the thin one, "that I was brought up at Eton." "Oh!" replied the fat man, "I'm glad you told me, because I thought you had been eaten and returned."

During my holidays two urgent requests for personal calls came. No one but myself would do. I was not keen on two awkward journeys, while I was enjoying my native air at Lynton, to very inaccessible parts of Wales. To one I wrote that I found it very difficult to combine sound judgment with a monocle, white spats, and top-hat, but if the applicant for advice would allow our "Bob" to deputise for me he would, as desired, leave Paddington at midnight. I sent up instructions to London that "Bob" was to start unless stopped by wire. I heard nothing further until "Bob" wrote thus:—

"Dear Sir,—I thought you would like to know how we 'mice play when the cat's away.' At office, Wednesday, September 22nd, at 7.45 a.m.; at 7.45 p.m. went home to Finchley; left Euston at 9.48 p.m.; reached destination 6.30 a.m. Thursday; Private car met me at the station; at the house valued and guaranteed £1,000 clear for silver and jewels, which I brought away; all finished by 8 o'clock; breakfast 8.15; packed up goods, then strolled on the seashore; left at 10.15 a.m.; arrived London 5.30 p.m.; took goods to the strong room; home Thursday night 8 p.m. Tired out, but happy,—Yours respectfully,

"BOB."

The goods sold a week later by auction on my return home, and the vendor had the satisfaction of receiving over £1,100 free of commission.

Case 2.—The next boy is our "Jack," a rough diamond; but we are taking the rough edges off and polishing him up a bit. I dished up the monocle, top-hat, and spats once again to the other applicant from a place difficult of access from Lynton. The vendor wired:—"Jack came, Jack saw, Jack conquered." He packed and carried away over £2,000, which sold later for £2,800; and now the boss and his art valuer are to go to remove the pictures, porcelain, and tapestries of the ancestral home. The sale is brought about indirectly by indiscreet landlordism, capitalism, and sweating in the past. I can imagine some wiseacre remarking, "He works 'Bob' and 'Jack' pretty well!" To which I can truthfully reply that they are happy in their work, and earn enough to give their children new-laid eggs even when the doctor does not order them, and when they are sold at 5½d. to 6d. each.

In the *Times* of October 25th the following correction appears:—"The Press Association is requested to state that the Stevenson passage in Mrs. Asquith's book was struck out in the manuscript, and its publication was due to a regrettable inadvertence in correcting the proof." These regrettable mistakes do not occur in my effusions. All I write is the truth and nothing but the truth.

W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. Telephone: Regent 475.—[ADVT.]

DIVERSITIES IN DANCE DRESSES

VELVETS, BROCADES AND *FAILLE* VIE IN GENTLE RIVALRY WITH TULLE AND CHIFFON

WITH Christmas festivities looming in the near future, and hunt and county balls getting into full swing, the interest surrounding dance dresses grows in importance—and bewilderment, since the choice alike of materials and styles has never been more varied or attractive. Although one might conceivably have imagined that the great appreciation accorded it would have sufficed to weary us of the diaphanous flower-petal frock, this, under the best and most exclusive auspices, promises to be as much worn as ever, and particularly for quite young girls' wear, with some soft little handkerchief corsage to correspond, finished with one of those charming floral garnitures. Although *débutantes* dress much more importantly than was at one time considered suitable or in the best taste, the general trend of the season is for these pretty, floating fragile dresses so far as they are concerned.

On the other hand, there is the hard little frock of brocade, chiffon velvet and *faille* taffetas now usually arranged in graceful clinging draperies, softened by floating sleeves of tulle or short trains of filmy lace, the sides of which are caught up to the wrists by bracelets of beads, another enchanting novelty being a quaint *capuchin* cape of lace. Most attractive also are wide swinging panels disposed at the back of embroidered tulle. A particularly *chic* model, suitable for either dinner or dancing, was of black chiffon velvet, the slim ankle-length skirt draped in subtle clinging folds with one of these panels of black tulle embroidered to half its depth with silver, while from one shoulder of the very *décolleté* sleeveless corsage there floated a long streamer of black tulle. The complete contrast between the front and back of this gown was most striking, the latter suggesting a dusky, hazy cloud, merely broken by the scintillating lights of the silver embroidery, while the front was decidedly severe, not to say hard.

Of velvet, again, is the statuesque evening toilette illustrated, a particularly representative example of the styles now favoured for heavier fabrics. The colour suggested is Nile green, with the short train slung on from the centre of the back of silvered lace, caught to the wrists by crystal bead bracelets to match the shoulder straps and looped chains under the one arm. The head-dress, which is particularly unique, is likewise of the silvered lace and, together with the gorgeous fan of flame-coloured ostrich feathers, adds finishing touches of distinction and charm.

The vogue for hair fillets and floral garnitures is responsible for decorative details of the highest import. It is almost the exception to see a soft frock without a trail or cluster of flowers to which the *coiffure* fillets are matched. In the latter, coloured velvet leaves, delicately outlined with *diamanté* are quite among the prettiest fancies, these often toned to a corsage garniture comprising a giant poinsettia or cactus dahlia. With a white, ivory, black or delicate pastel tinted dress these two accessories supply the requisite touch of vivid colouring just now considered the *pièce de résistance* of the really well thought out gown.

Then, for those who can carry them off with the requisite *éclat*, there are lace frocks of nigger brown, sapphire blue and black, to which bold splashes of colour are imparted by brilliant-hued sashes. Of the filmiest *dentelle* was a tête de nègre that appeared to fall in straight folds from the shoulders, being merely caught lightly to the figure by a sash of brown satin, lined with two shades of orange, twisted low down about the hips; while another of black lace, equally fragile, had a wonderful tulle sash in shades of nasturtium.

Obviously many of these wondrous colour schemes are inspired by flowers and foliage, dead leaf tones mingled with dull reds recalling the beautiful tawny chrysanthemum, the orchid finding a semblance in delicate shades of mauves and lavenders, with realistic touches of brown and yellow, and so on in an endless variety.

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A dainty dance dress of Nile green chiffon velvet, with one of the new short trains of silvered lace, the sides caught to the wrists by crystal bead bracelets. The quaint hair fillet is of the same silvered lace, and the fan of flame-coloured ostrich feathers.

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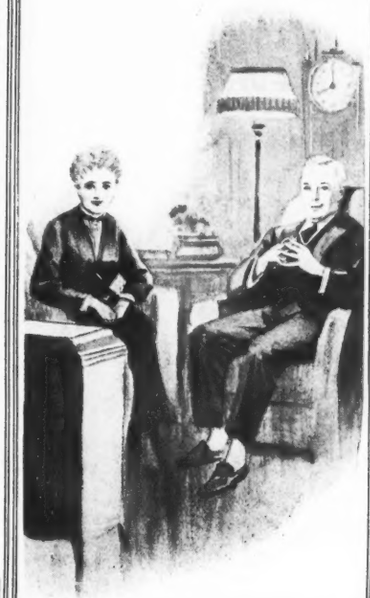
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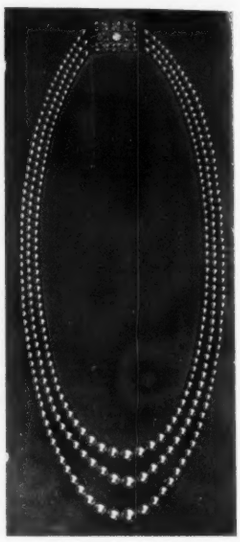
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PEARLS AS PRESENTS.

THE nicest gifts of all, the ones which give the greatest and most lasting pleasure, are, no doubt, articles of jewellery. But there is more to be said, for there are infinite gradations in excellence of design and quality, of material and workmanship, and, in the case of pearls, a high standard of perfection in matching is required, so that when jewellery for presents is to be purchased choice should be made with the utmost discrimination. Messrs. Carrington and Co. of 130, Regent Street show an infinite variety of articles of jewellery well fulfilling these stipulations. Pearls as presents are a wise choice. The woman who does not at the bottom of her heart, whatever she may pretend, delight in their soft sheen is far to seek; and from the point of view of appearance there is nothing so becoming to the wearer as a pearl necklace chosen with due regard to the complexion, for pearls seem to possess some quality of their own which makes them bring out all that is loveliest in a woman's colouring. Worn in long, single ropes or in any other fashion, they are singularly graceful, completing a toilette as nothing else can. Many parents follow the pretty fashion of giving their little girls a pearl each birthday, so that as *débutantes* they are the proud possessors of real necklaces; and there is much to be said for an idea which means that money is not frittered away, as so often is the case, but invested in something of such value as almost to serve as a form of endowment. Whether a single pearl be required, pearl ear-rings, brooches or rings, or a necklace of the utmost beauty, Messrs. Carringtons are equally well able to supply all requirements. The pearl necklace illustrated here is one among many most perfectly matched, and its delicate flesh tint and lovely lustre would make it remarkable for its beauty anywhere. A seed pearl *sautoir* with a diamond tassel and clasp or medal and clasp is an original and charming idea for a less important gift and particularly well in line with the demands of modern fashion. Among brooches one of black onyx most delicately set with diamonds must particularly be mentioned, for its quiet charm is quite exceptional, and would be the exact complement of the distinction of a certain type of aristocratic white-haired Englishwoman. Bow brooches in diamonds or diamonds with a stripe of gloriously blue sapphires and a fine pink topaz set in diamonds wrought into minute Prince of Wales' feathers are exceptionally lovely, and a pair of diamond treble drop ear-rings are the last word in that particular article of jewellery.



A PEARL NECKLACE AT MESSRS. CARRINGTONS.

THE CARE AND RESTORATION OF OLD PICTURES

MANY people have in their possession old oil paintings which they have reason to believe may be as valuable as they certainly are interesting, but which, vanishing beneath a gradually accumulating coat of grime and smoke, convey little now of either save to the most curious observer. How many of us would be glad to have an expert opinion as to the possibility of having such pictures restored to something approaching their original condition, but a doubt as to whether their last state may not be far worse than their first prevents us from setting about the matter. The ignorant picture restorer has done dreadful things in the past, and it is not to be wondered at that he is feared by picture-lovers to-day. When it is recalled that the first authenticated oil painting bears the date 1420 and that throughout the succeeding years an infinite variety of methods and materials has been employed by artists working in that medium, that no one but the most expert restorer, armed with the fullest knowledge of his subject, can hope to succeed becomes self-evident. The old masters painted not only on canvas or wood, but on sheets of copper or slabs of marble. The grounds or preparations to receive colour applied to these surfaces were even more varied. The constitution of the colours themselves and of the varnishes applied to the finished productions have passed through innumerable changes and modifications, and it is only by an intimate knowledge of all these factors that success is made possible. Messrs. W. M. Power, Limited, of the Victoria Galleries and Studios, Carey Street, Vincent Square, Westminster, S.W.1, who have Royal Appointments from the King and Queen and many members of the Royal Family, lay particular stress upon the impossibility of giving instructions upon the restoration of pictures. What will be true of one may be untrue of another of the same period, or treatment excellent for a canvas as a whole may, because of previous restoration of a part or an addition of new paint, result in nearly ruining a valuable picture. Cracking, deterioration of canvas and blistering are among the evils from which old pictures suffer, and all are curable to an extent which will surprise most people brought for the first time face to face with the marvellous picture surgery of an expert restorer. Owners of collections of paintings in oil or fresco, water-colours, miniatures or engravings would be well advised to arrange for the annual inspection of their pictures by an expert, for with pictures, as with most other things, a stitch in time saves nine, and relining when it first becomes desirable instead of only when cracking was painfully evident would have prevented many a fine picture from deteriorating. However, with pictures the hopeless case is indeed a rarity, and no one should destroy an oil painting until from the lips of the expert it has been condemned.

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ON CHOOSING CHRISTMAS PRESENTS



AN AFTER-DINNER COFFEE SET MAKES A DELIGHTFUL PRESENT.

CHOOSING Christmas presents is not so simple a matter as it was a few years ago. The rise in the cost of living has had its effect even here, and the merely expensive present, however pretty it may be, is no longer in favour. It is now, indeed, recognised that there is almost an element of bad taste in the idea of giving anything that is not chosen, not only in absolute accordance with the recipient's taste, but with due regard to its future use, either personally or in the home, for added beauty or increased comfort. A wide range of choice among presents which fulfil these conditions is offered at Messrs. Waring and Gillow's (Limited), 164–180, Oxford Street, London, W.1. Indeed, it is difficult to imagine the grown-up recipient whose wishes could not be satisfied in one or other of their many departments. For the châtelaine, be her household large or small, lavish or economical in its arrangement, the choice is almost bewildering. The shades of all descriptions for all sorts of lights, for which Messrs. Waring and Gillow are so well known, alone provide hundreds of opportunities for delightful purchases. A pendant shade in the shape of a parrot cage containing two birds is one of the most amusing novelties, while a standard lamp with a lantern hanging from a hook, obviously of Chinese inspiration, should be an ideal choice for use with many schemes of decoration, the light coming with beautiful softness through its silken panels. Shades of real Japanese embroidery are among the many other lovely things in this department, and akin to them are the Indian and Persian candlesticks fitted for electric lighting and with hand-painted shades to match their sticks, one of which is illustrated here. Nests of tea tables, oval or square, most useful acquisitions, ranging from £3 12s. 6d. and upwards, are another delightful suggestion for a present for the lady of a house; and among smaller gifts, collapsible cake stands and three-legged "tea-poys," with their cosy suggestion of tea-time at the fireside, should not be forgotten. Quaint Oriental trays and early morning tea-sets, which, by the by, begin at 7s. 6d., and will charm any woman who loves dainty things about her, must be mentioned; while in the china department, among many extraordinarily beautiful specimens of china and glass, the Christmas present purchaser will probably be particularly attracted by cigarette boxes and trays to match, a charming invention, though a china flamingo for the floating flower bowl will certainly have its admirers. Cases fitted with cups and saucers for after-dinner coffee are among the nicest things this department, a golconda of charming things, has to offer. Six dainty little cups and saucers, ornamented with a delicate gold band on which soft pink roses and their leaves appear at intervals, in a neat case lined with white velvet and satin, form a most fascinating gift. Cushions of every kind, fantasies in bright colours, gleaming golden cushions that will make the dullest London room seem sunny have nearly as many variations to offer and still the long list of possible presents is only just begun, though lack of space must prevent the mention of many more. Presents for men are always a difficulty, and though handkerchiefs can never be wrong, they are generally rather lacking in novelty if in accordance with the demands of good taste. Messrs. Waring and Gillow, however, are showing, both for men and women, coloured handkerchiefs which may be boiled. For women they are made in all sorts of pretty striped combinations of colour; for men, with coloured centre and white hem or *vice versa*. The visitor to Messrs. Waring and Gillow's will discover many more novelties.



BELLOWS OR INDIAN CANDLESTICKS FITTED FOR ELECTRIC LIGHTING ARE LIKELY TO PROVE VERY ACCEPTABLE GIFTS.



The finest selection of giffs in LONDON and the provinces.

BOOTS THE Chemists are notable as providers of Xmas Gifts, moderate in price and excellent in value. Their Gift Departments contain everything desirable in Yuletide presents, and purchasers have a wide selection of articles to choose from. It is possible, therefore, to choose something suitable for one or all of your friends without worry and needless expense.

Gift Boots Departments

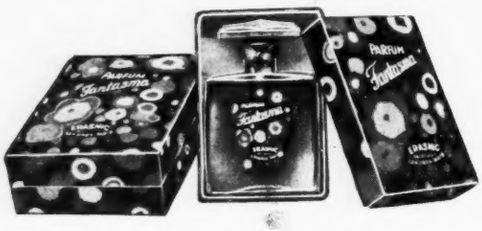
182, Regent Street, W. 1, and
112-118, Edgware Road, W. 2.

Over 100 Branches in London Area.
Over 600 Branches throughout the Country.

BOOTS PURE DRUG CO. LTD.

FOR THE OUT-OF-DOOR GIRL

WITH no great flight of fancy the dainty lady whom Mr. Fred Pegram has created to adorn the advertisement of Erasmic preparations may be taken as representative of very many of the users of those exquisite toilet articles. The artist has drawn a real English girl, and one of those English girls in whose life the out-of-door things play their due part. It is not only that she stands—golf club in hand, the wind blowing her hair loose and flapping her serviceably wide skirt, one hand holding on her hat—in a wide open space under a cloudy sky. The very poise of her figure and set of her shoulders proclaim her the outdoor girl, and there is no girl who, if she be wise, will pay more attention to her complexion than the one who gives much time to open-air sports. A day's



FANTASMA PERFUME IN ITS DAINTY BOX.

golfing in cold weather, particularly when the east wind is doing its worst for us all, roughening the skin and bringing out lines at the corners of the eyes, cracking lips and reddening hands, will play havoc with one's appearance, and the girl or woman who likes to be always at her best will make it her business to find out the toilet articles with which she may most speedily combat such influences. With Erasmic Vanishing Cream and Erasmic Soap at her command the sportswoman has the very best of allies, and may front the cold winds of winter or the summer sunshine with every confidence that the charm of her appearance will be in no wise diminished by her zeal in following her favourite pastimes. The woman who motors much and the woman who rides to hounds are, if anything, in more need of wise selection in their choice of soaps and creams, for skins which strong soaps or badly compounded face creams have rendered delicate cannot be expected to stand exposure to wind and cold without disastrous results.

From the Erasmic Company at 13A, New Bond Street, who have also branches in Paris and Brussels—cities where the care of the complexion has for long been a fine art—a list of their many preparations may be obtained, and among the different varieties of soaps, all sold under that well known name and sustaining its reputation for purity and excellence, the most exigeant complexion will surely be suited with the ideal soap for health and beauty. Of course, though most of us would willingly use any kind of soap which ensured skin beauty, it is true that dainty colour, shape and packing and, above all, a pleasant perfume, add greatly to the enjoyment of the toilet even if they have no actual effect on the complexion. Erasmic soaps have long been noted for the charm of their odour, a fact which is by no means wonderful as they are scented, as it were, *en suite* with Erasmic perfumes. The woman who likes a subtle fragrance to cling to all her belongings may thus buy soap and scent of the same perfume, and nothing forms a daintier or more acceptable gift than a supply of Erasmic soap and scent. Packed in pretty boxes, the tablets and bottles look as charming as they are delightful in use. Savon La Reine d'Egypte in round cakes in a neat



TWO EXAMPLES OF ERASMIC PERFUME BOTTLES.

three-cake box with a bottle of the same exquisite perfume must delight every woman who likes a scent which is something uncommon yet unobtrusive; but perhaps the greatest favourite among Erasmic perfumes is Extase. Of this a woman said to the writer the other day: "Yes it is a very nice scent, but the nicest thing about it is that it really improves after it is on your handkerchief, and is even sweeter and more subtle an hour afterwards than when first poured from the bottle." High praise this when it is considered how often with many high-priced perfumes the opposite effect is a cause of disappointment and complaint.

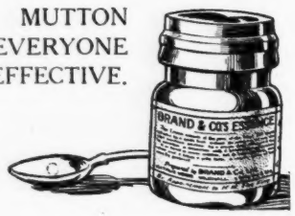
Every teaspoonful of

BRAND'S ESSENCE

yields vitality

In WEAKNESS, LASSITUDE, DEPRESSION or MALNUTRITION, during convalescence, Brand's Essences provide the —— STRENGTH-GIVING —— ELEMENTS IN THE MOST READILY DIGESTED FORM.

Three kinds—BEEF, MUTTON or CHICKEN. :: EVERYONE IS PURE AND EFFECTIVE.



All High-class Chemists, Grocers and Stores stock

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High Quality.

The Quality of a Cocoa is all-important; for upon it depends its food-value, flavour and digestibility.

It is in Quality that

Van Houten's

excels; therein lies the secret of its flavour, unequalled digestibility and remarkable nutritiousness.

Best & Goes Farthest.

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MADE IN THE WORLD-FAMED FABRICS

DISTINCTIVE COLOURING AND INCOMPARABLE QUALITY

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Lady Hamilton
By ROMNEY.

THE Great Masters of Art fully realised the importance of the Hands as an indication of character and beauty, and spared no pains to portray their natural grace and charms.

Ess Viotto for the Hands

The hands are continually coming under observation—at the piano—cards—taking tea—shaking hands—are only a suggestion of a few instances which go to show how very important it is that the hands should be cared for and beautiful.

You can possess this charm of beautiful hands if you will try this suggestion.

A few drops of "ESS VIOTTO" rubbed well into the hands after washing will preserve their natural grace and charm.

Try this delightful preparation also in the following manner:

Squeeze a sponge out in warm water, sprinkle on a few drops of "Ess Viotto" and wipe all over the face, neck and arms. Dry gently with a soft towel.

Used in the above way, "ESS VIOTTO" does wonders for you.

Sold by all Chemists and Stores, 2/6, 4/9, 6/9 per bottle.

Wholesale:—
H. BRONNLEY & CO. LTD.,
LONDON, W.

TRADE B MARK

ON CHRISTMAS SHOPPING

AN EXHIBITION OF OLD-FASHIONED TOYS.

MESSRS. HEAL AND SONS, of 195–198, Tottenham Court Road, have at present on exhibition a very comprehensive collection of old-fashioned toys, lent by private collectors. These playthings of an earlier age are a source of unending interest, and a visit to Messrs. Heal's galleries will be found to be a most enjoyable way of spending a leisure hour. Though the old toys are not for sale, a splendid selection of new ones are offered for small visitors who fall too deeply in love with the exhibits to be parted from them.

A SOLUTION OF THE CHRISTMAS GIFT DIFFICULTY.

How many people are pondering the question of Christmas presents to-day with some anxiety. One thing is hackneyed, another too expensive, a third unsuitable, another might do could we be certain that we could purchase it in the best quality and that it would come safely through the ordeals of the post. Messrs. Pears' Golden Series of toilet articles offers a solution of all these difficulties in the case of intimate friends, for every woman needs toilet powder, cream, perfume, dental paste, and every man shaving soap, talcum powder, brilliantine and dental paste or powder; and from the items of the Golden Series a present at once useful, reliable and delightful can easily be chosen. The golden containers in which the items of the series are packed, keep their colour during months of wear and add to the charm of any dressing table. The contents are, in their several spheres, as matchless as Pears' Soap itself has been proved, in a hundred and thirty years of use, to be for the complexion. Could any present be more original and satisfactory?

PRESENTS FOR MEN.

Presents for men are a recurring Christmas difficulty—at least, when women are the would-be purchasers. Mere expenditure of money is nothing, the gift must assort with the recipient's tastes and desires and it is sometimes difficult to think of something which is quite sure to give pleasure. Messrs. Boot's many branches should offer a good solution of this problem to many purchasers during the next three weeks, and at 182, Regent Street, W.1, and 112–118, Edgware Road, W.2, special exhibitions of gifts for men are being shown. Silverware, leather goods, stationery, books, perfumes and toilet preparations are only a few of the many suggestions that Messrs. Boots have to offer, and the range of prices is very nearly as long as the gamut of choice.

FURS.

At one time everyone who heard "Burberrys" mentioned thought of rainproofs, but nowadays all that is changed and high class tailoring is only one of the many things for which they have become equally renowned. Furs, for example, are offered by Messrs. Burberrys in extraordinary variety and excellence, and being specially dressed by methods which make them extraordinarily light without sacrificing anything of their beauty and protective powers, will be appreciated by the many people who find the ordinary fur coat somewhat heavy. Being large importers of undressed furs, Messrs. Burberrys' prices are in many cases exceptionally low and their workmanship is well up to the high standard expected of them. Furs of all sorts make exceptionally desirable Christmas gifts, and anyone interested in the subject will do well to send a postcard to their address (Haymarket, W.1), asking for a copy of their fur catalogue, one of the most interesting and artistic that have appeared for some time past.



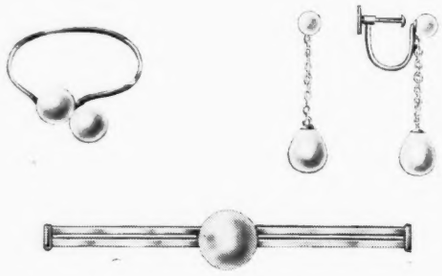
IN NATURAL RACOON, FLEECE LINED.

EAU DE COLOGNE.

A bottle of good eau de Cologne is an always desirable present. Whether for use in case of illness or for refreshment and delight, it is in frequent request in almost every household. For travelling, nothing is more pleasant, and a little poured on the handkerchief will quickly relieve the ill effects of the vitiated air in crowded halls or theatres. It is most important, however, that the brand chosen should be a good one, for nothing is more disappointing than to find that the fragrance quickly leaves only a vague and unrefreshing sweetness behind. This matter of the lastingness of the perfume is the great test of quality and one which the Hansa-Platz brand of eau de Cologne perfectly satisfies. Care should be taken to see that the name "Hansa-Platz Brand" is on every bottle of perfume or smelling salts purchased as such.

CHEAP AND ATTRACTIVE JEWELLERY.

Real value for money expended and, apparently, much more than value—for Ciro Pearls are so true to the real as to be practically indistinguishable to the ordinary observer is to be had. At the Ciro *salons*, 39, Old Bond Street, W., there are to be found delightful jewels of all descriptions cunningly set with Ciro Pearls, including studs, cuff-links, scarf-pins



CIRO PEARLS IN ARTISTIC SETTINGS.

in addition to necklaces, brooches, rings, ear-rings, etc. And the greatest surprise of all is the price. A guinea provides one with the charming single pearl brooch mounted on double platinette bar, as illustrated. The pretty two pearl cross over ring and the ear-rings shown are mounted on gold and sold for one guinea. Messrs. Ciro Pearls, Limited, will be pleased to send post free their new illustrated booklet, No. 30, giving designs of all their new jewellery.

OLD FURNITURE AT REASONABLE PRICES

Visitors to the West End should not fail to inspect the small, but most interesting exhibition of useful antique furniture, being held at the Old-World Galleries, 71, Duke Street, Grosvenor Square. There is no charge for admission, and visitors are invited to wander about at leisure and examine the exhibits. A pleasing feature is that each piece has its descriptive label, with the date, classification and price. Among the exhibits are fifteenth century coffers, Jacobean bedsteads, chairs and chests, Stuart pieces, numerous examples of William and Mary and Queen Anne furniture. There is also a large assortment of eighteenth century mahogany pieces, including Chippendale, Hepplewhite and Sheraton examples. To the lover of old farmhouse furniture, especially interesting will be the old Welsh oak Cwpbwrdd Den-Ddarn and Tre Ddarn, the Welsh dressers, mule chests, settles and corner cupboards. Lancashire, Yorkshire, Norfolk and Suffolk are also represented by numerous pieces. This exhibition conclusively proves that it is not only the wealthy who can afford to furnish in the antique, but that hand-made, beautiful, old furniture can really be purchased as cheaply as badly made modern goods.

BRITISH TOYS FOR BRITISH CHILDREN.

The influx of German toys into this country in readiness for the Christmas market has been larger than most people will readily believe. In view of the demand made for playthings of home manufacture during the war it is obviously unfair now to withdraw support from British toy manufacturers, and purchasers will do well to insist that some well known firm such as Messrs. Lines Brothers should have been the originators of the fruits of the Christmas tree and the fillings of stockings intended for English boys and girls.

"EAGER HEART" AT WESTMINSTER.

By the courtesy of the Archbishop of Canterbury and the Council of the Church House, Westminster, the Incorporated Company of Eager Heart will give performances of the beautiful mystery play, "Eager Heart," in the Great Hall from December 8th to 14th (inclusive), this being the seventeenth year of its production. Performances of the play will also be given at Glastonbury on January 1st, 2nd and 4th.

CONCERNING COTTON.

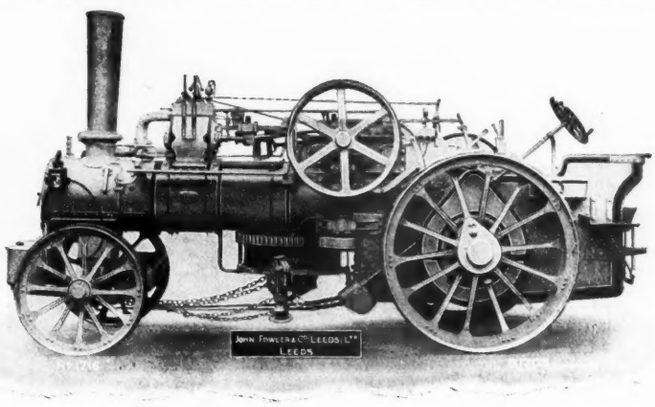
No one needs to be told what romance and interest there is in the cotton industry. The story which begins in the far-off cotton-fields of the East becomes more and more fascinating until it ends when the completed article is sold over the draper's counter. Something of this romance has been vividly caught in the brochure produced by the companies associated with the Amalgamated Cotton Mills Trust, Limited, entitled "Concerning Cotton," and giving a brief account of the history and achievements of the various companies. It is one of the most lavishly illustrated and elaborately decorated books we have seen for a long time. There is a foreword giving details of the formation of the different companies, including Horrockses, Eckersleys, John Ashworth's, the Haslam Spinning and Weaving Companies, and many others, into the Trust, which first came into being on October 12th, 1918. The book is divided into sections, one devoted to each of the companies, a thumb-index being provided. There are in each case photographs and drawings of the factories and offices, and numerous interesting pictures of the machines used in the trade, so that a clear idea can be gathered of the processes through which the material has to pass, the letterpress also being adorned by imaginative pictures and designs of great variety of colour and conception. Particularly attractive are the beautiful pictures of "The Cotton Fairies" which accompany the account of Horrockses, who come first in the book. His Majesty the King has been graciously pleased to accept a copy of the book, devoted as it is to an industry which absorbs the energies of so many of his subjects.

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FIRST in 1868 and still FIRST in 1920

STEAM PLOUGHING CABLE TACKLE awarded FIRST PRIZE and GOLD MEDAL
MOTOR CABLE CULTIVATING SET awarded FIRST PRIZE and GOLD MEDAL
at the ROYAL AGRICULTURAL SOCIETY'S TRACTOR TRIALS, LINCOLN, 1920

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The Best Gift of All

SHOOTING is a great game which has charms for all when it can be practised in comfort and safety under the same pleasurable conditions as Croquet, Tennis, Billiards and other home sports. The smallest cartridge rifle has too much power WHILST THE ORDINARY LITTLE AIR GUNS ARE GENERALLY INACCURATE AND UNRELIABLE. WITH A

B.S.A. AIR RIFLE OUTFIT

the most accurate target practice may be had in almost any room of the house or in the garden with perfect safety. For use in the club house on wet days, in the school, for cadets, scouts, for keeping down furred and feathered garden pests, and in many other directions it is practically indispensable. It is practically noiseless; it is smokeless and does not need constant cleaning.

NO LICENCE IS NEEDED

TO PURCHASE OR TO USE THE B.S.A. AIR RIFLE IN THE HOUSE OR GARDEN. THIS RIFLE CARRIES THE FULL B.S.A. GUARANTEE AND

THE COST OF AMMUNITION
IS PRACTICALLY NEGLIGIBLE.



THE OUTFIT CONSISTS OF:—
B.S.A. Air Rifle, Card Target Holder and Pellet Catcher. 1,000 B.S.A. Pellets. 200 Cardboard Targets.



1,000 Special Pellets

Write for 'C.L.' Booklet "THE NEW SPORT" sent post free on receipt of post card. It gives full details of the B.S.A. Air Rifle, and contains hints on shooting which are valuable to all marksmen. The New B.S.A. Air Rifle Outfit can be purchased at all gun dealers, or write direct to



The Wall Target

B.S.A. GUNS, LTD., BIRMINGHAM

Proprietors: The Birmingham Small Arms Co., Ltd.

"COOPPAL" No. 2

SMOKELESS POWDER

(LEAFLET TYPE.)

The Powder of the Future

High Velocity
Low Recoil
Low Gas-Pressure
Waterproof



No Blowback
No Deposit
Contains no Nitro-Glycerine

MADE IN GREAT BRITAIN.

Cartridges loaded with "Cooppal" No. 2 Smokeless Powder can be obtained from the Army and Navy Co-operative Society, Ltd., Victoria Street, London, and from Ammunition Dealers throughout the Country.

THE GRAND PRIX AT MONTE CARLO, value £750, and Trophy. THE CLUB CHAMPIONSHIP AT THE GUN CLUB, NOTTING HILL. THE CHAMPIONSHIP OF THE CLAY BIRD SHOOTING ASSOCIATION AT THE MIDDLESEX GUN CLUB, and other important events at home and abroad have been won with "COOPPAL" No. 2.

JAS. R. WATSON & CO.

35, Queen Victoria Street, London, E.C. 4

A 70-GUINEA GUN

MESSRS. HENRY ATKIN, LIMITED, have submitted for report and notice the first sample of a gun which they are bringing out under the title of "Raleigh." Its purpose is to meet the requirements of sportsmen by way of a weapon they can use in the best company, but which will cost 70 guineas, as against the 120 guineas for the best London gun. My intention is to speak of the gun just as I find it, and not to attempt to delve into details concerning the various measures of economy which have necessarily influenced its production. Externally it is very nicely finished, of approved side-lock construction and, as regards its lines and general contour, distinctly possessing style. In opening and closing it has the right suggestion of well-bedded surfaces and smooth-operating working parts. The engraving is of good quality, as the accompanying illustration endeavours to show. Our studio photographer has been at some pains to produce a genuine picture of the gun as it is, and has disdained the cheap glittering effects which are to be obtained by rubbing magnesium powder into the recesses. He appears to have acquitted himself well, and no doubt with further experience will be able to procure similar results from the more pleasing partial top view.



ENGRAVING ON ATKIN'S "RALEIGH" GUN.

ITS BALANCE.

The barrels are 28ins. long, this particular example being bored improved cylinder in the right and full choke in the left. That considerable attention has been paid to balance is shown by the following weight analysis:

Weight of barrels	2lb.	14.9 oz.
,, stock and action ..	3lb.	2.1 oz.
,, fore-end	0lb.	7.0 oz.
Total	6lb.	8.0 oz.

To get inside 3lb. barrel weight for a gun not professing to be a "best" is a fine accomplishment, and although the 28in. length has been of assistance, the fact remains that nice handling qualities are assured from the start. The three ounces greater weight of stock and action as compared with the barrels is the result of honest metal in the action, the butt having actually been bored out to procure lightness of extremities—the secret of good balance.

ITS MECHANISM.

The safety mechanism works with the approved click, and the ejectors are all that could be desired. The locks, while not displaying the superfine finish of those in a best gun, are a good honest piece of work. My only criticism is their interceptors. Perhaps not everybody knows that these limbs are a sort of parallel reproduction of the sear, their function being to block the fall of the hammer in the event of it being accidentally jarred off. So nice is the adjustment they require that as often as not they either hamper the working of the trigger or are reduced to impotence. In this gun the right interceptor has been put out of action by filing off its nose, and the left, while acting properly as a safety block, imposes a preliminary draught on the trigger. Personally, I hate the interceptor, and should certainly prefer to see it abolished on all but best guns. A sound well-adjusted sear working in association with a well cut hammer bent is perfectly safe provided the triggers are given a little forward play in the position where the gun is at cock and the safety pushed forward. If that play is absent, the interceptor, which is oftentimes adjusted out of existence—is but a slender second line of defence. I feel strongly on the subject, for when I once dropped a gun the charge only missed my nose by an inch. Subject, therefore, to the advisability of abolishing the interceptors in the Raleigh gun I have nothing but praise for a very creditable production.

MAX BAKER.

SPORTING & MILITARY CARTRIDGES

OF ALL TYPES AND SIZES

ELEY



20/6 per 100



22/6 per 100

KYNOCH



20/6 per 100



22/6 per 100

NOBEL



20/6 per 100



22/6 per 100

SCHULTZE



20/6 per 100



22/6 per 100

CAN BE OBTAINED FROM ALL GUNMAKERS & REGISTERED DEALERS OR WHOLESALE FROM

EXPLOSIVES TRADES LTD.

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The Ideal Xmas Gift.

SESSEL PEARLS

Sessel Pearls are the finest reproductions existing. They are made by a secret and scientific process, which imparts to them the same sheen, delicacy of tone, texture, and durability of genuine Oriental Pearls.



Sessel Pearls are positively superior to any others existing. Every Necklet, in fact every pearl made in our laboratories is an exact and faithful reproduction of a real pearl, the minutest details being studied in their manufacture.

The "Sphere" says:—
"A row of wonderful Sessel reproduction Pearls will amply satisfy even the most fastidious taste."

The "Bystander" says:—
"In colour, weight, and general appearance there is absolutely nothing to choose between the two pieces."

Sessel Pearl Earrings, Pins, Studs, Rings, in Solid Gold Mountings. From £2 : 2 : 0

Beautiful Collar of Sessel Pearls with 18-ct. Gold Clasp, in case, £4 : 4 : 0

Sessel Clasp with Sessel Emerald—Sapphire or Ruby centre, From £2 : 2 : 0

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Illustrated Catalogue & Patterns Post Free

A double-breasted wrap-coat of attractive design that is admirably adapted for social functions during the winter months. Distinguished, yet serviceable, and ensuring the highest degree of comfort in wet or cold weather, THE MONTE harmonises perfectly with the requirements of either Town or Country life.

The all-round belt gives the coat a slightly waisted appearance without making it unduly conspicuous.

It is available in an extensive variety of exclusive Burberry-proofed cloths including Tweeds, Fleeces and Naps, in a wide range of colourings.

The weatherproof qualities of THE MONTE are most efficient, yet it is perfectly self-ventilating—no rubber being utilised to maintain its wet-resisting properties at the sacrifice of health and comfort.



Every Burberry Garment bears a Burberry Label

HALF-PRICE SALE

at Haymarket, of MEN'S and WOMEN'S WEATHERPROOFS, TOP-COATS, SUITS and GOWNS,

DAILY DURING DECEMBER.

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Burberrys Ltd.

FROM THE EDITOR'S BOOKSHELF

The Romantic, by May Sinclair. (Collins, 9s.)

THE penalty of doing a thing well is that one must never do it less well. A new writer may be compared with other writers, and find that it is to his advantage; an established writer pays the price of the gifts that have established him by laying himself open to comparison with himself. And so, in *The Romantic*, we ask ourselves inevitably, not whether it is interesting or well written (that much, when the writer is Miss May Sinclair, we take for granted), but where in order of merit it should stand on the shelf that contains her other books. Is it as good as "Mary Olivier"?—as good as "The Combined Maze"?—"The Creators"?—"The Divine Fire"? And the answer is in the negative. The book has beauty, strength, fine workmanship; all those qualities that we are accustomed to associate with its author—except one: it is not irradiated by that inexplicable glow, the light that never was on sea or land but that may be in a book. It is not simply that *The Romantic* is painful reading—that it is about the war, about a liar and coward, and has no happy ending. We are not accustomed to happy endings from Miss Sinclair; we do not ask them. What we do ask is that, when she makes us suffer, it shall be (as it has often been before) *with* one or more of her characters. What we do in *The Romantic* feels like suffering simply for the sake of suffering. We are taken back to Belgium in the early months of the war; we are forced to endure again the horrors of invasion, of retreat, of wounds and death, as well as the sickening littlenesses of vanity and jealousy that can continue to exist in the midst of these things. But it is like being present at a vivisection; it is all sheer, brilliant intellectuality; our hearts are starved. As we read on we try instinctively and with increasing desperation to like—really to like—Charlotte Redhead, the heroine; for if we could only do this we know that all the horror would be bearable. But we cannot. Somehow we never quite see her, she never quite lives—not even when she is called "Sharlie" (softest of diminutives for hardest of names), not even when we are told that with her blunt features and her black, bobbed hair she is like Joan of Arc. We do not feel that she is like Joan of Arc in anything but appearance; we do not feel that she is like anyone; she is not alive. Nor, for all the fierce light that beats upon his character, is the Romantic himself, John Roden Conway. Perhaps Miss Sinclair knew or suspected it. At any rate, we mourned to see that a certain figure of speech, once used with lovely effect to give life to Jane Holland of "The Creators," is resuscitated, amplified, weakened, with a view (presumably) to galvanising Conway into existence. It does not do it; nothing does it; all the people in the book remain simply pegs on which Miss Sinclair hangs her psycho-analytical arguments; and so, although for many a writer *The Romantic* might well mark a red-letter day of achievement, it does not come anywhere near being Miss Sinclair's best.

What Next? by Denis Mackail. (Murray, 7s. 6d.)

NOBODY to-day really expects a quite new kind of humorous book to make its appearance. Humour of which just one tiny facet is different from everybody else's is rare enough to be valuable and Mr. Mackail has proved himself the possessor at least of this in *What Next*. It is a nice, brisk story of a young man in society who one day found himself a pauper and, in the course of the next two or three, under the leadership of his remarkable valet established a flourishing career, punished his enemies and won the girl he loved. Lush, the valet, who has nourished an extraordinary intellect on correspondence courses, is the success of the book. It is easy to find fault and it would be child's play to point out flaws in Mr. Mackail's book. to chide him for occasional patches of a gravity uncomfortable in a book which is, in other places, so frankly funny, for straining coincidence until it is too thin to be believable and so on, but we shall do nothing of the sort. There are too few books such as *What Next*, clean, humorous, kindly, dashed off, we suspect, in a whole heart of imagination by an author thoroughly enjoying himself. We prefer to assure Mr. Mackail that we are looking forward to *What next* he chooses to write for us.

The Little House, by Coningsby Dawson. (Bodley Head, 6s.).

AMERICAN authors are, as every reviewer knows, all inclined to sentiment, though there are writers among them who handle that quality so perfectly, who wring from it such tender and gracious things, that no reproach could assail them from the most ruthless and unsentimental of English pens. We admit that we began to read *The Little House* with no prepossession. It is a love story told by a London house, the love story of a war widow who "needed to be loved," and a wounded American officer who "wanted rest." Described in those terms it sounds exactly the sugary dose that we expected, in spite of pleasant previous experiences of Mr. Coningsby Dawson's quality, to find it. It is pleasant to be able to say that those expectations proved quite false. There is the glow of reality and infinite tenderness in the few pages of this small book. The most prejudiced scoffer at sentimentality must feel the sincerity of its sentiment is a very different thing.

Marie Claire's Workshop, by Marguerite Audoux. (Chapman and Hall, 7s. 6d.)

A QUIET book, with an inspiring atmosphere. The author has lost nothing of the freshness and charm of her writing since Marie Claire appeared several years ago and so entirely natural is she that she is never dull. She describes the lives of quite ordinary work girls with their little jokes, their big sorrows, their courage, their generosity and their smallnesses. They were, indeed, fortunate in their *patronne*, between whom and themselves there existed a wonderful understanding. She could not give them high wages, but she could give them something which counted for a great deal more—an enormous amount of sympathy. The result was that she gathered round her a loyal and industrious group of workers who were thoroughly happy working for her. A sweet, pure breeze, as from the country, breathes through the book.



Sir James Barrie

says :—

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GOOD TASTE AND BAD

THE TENDENCY TO OVERDRESSING. CHILDREN'S PARTY FROCKS.

TO realise properly and draw safe deductions as to the trend of dress at the moment it is necessary to go about a good deal. At assemblies, where the company is largely cosmopolitan, extravagance is rampant—headgear too profusely plumed with costly paradise, too much jewellery, frequently too little gown, and a parade of furs far too ostentatious to be accounted in the best taste, to which may be added stockings so thin and fine as to be almost invisible, and shoes as fantastic and frivolous as money can purchase.

From such spectacles it is a real pleasure and relief to turn to some quiet, well bred Englishwoman in, perhaps, a studiously simple but perfectly cut coat and skirt, worn with a hat of distinctive line, guiltless of all decoration save a large handsome pin, and equally plainly built long vamp shoes, *sans* ribbons, buckles or ornament of any sort, kind or description. She is, moreover, of her clothes as well as in them, and consequently the eye lingers lovingly over an appearance that is perfectly attuned from head to foot.

Coming slowly but surely is the fancy for Spanish modes, reflected in longer and fuller skirts, closer-fitted bodices, with, for evening wear, severe falling berthes of lace, hats draped beneath the brim with scarves that droop gracefully over one ear, etc. A significant runner-up, to use a sporting phrase, of this Spanish trend is the high tortoiseshell comb, which Englishwomen are at last learning to poise at the approved piquant angle.

Given a low, broad brow, there is no more attractive coiffure at the moment than one displaying the hair brushed back and quite flat from the face, with slightly *bouffant* sides, and the ends twisted up midway up the back of the head into a loose knot, into which one of these beautiful and artistic pierced combs is thrust. But—that always terrible but—not every woman can carry it off with the requisite success, and it is rather pathetic to see high-browed, long-featured faces essaying the vogue that is essentially the monopoly of small piquant faces.

Prominent among the coming festivities are children's parties. These will shortly now be in full swing, so, taking time by the forelock, we come armed this week with two suggestions for girls' party frocks. For the older damsel, probably ranging round and about fourteen years, there has been designed a dress of soft Parma violet satin trimmed with flounces of silver lace, the lower one of which is set on at the edge of the hem to fall clear. Over the low underbodice of satin, with its quaint little dropped strap sleeves, there is carried a higher veiling of the silvered lace, while a wide important sash is worn round the waist intertwined with a wreath of shaded violets. A frock at once girlishly modest and yet of undeniable *chic*, this is a suggestion that could be expressed in various other colours and materials. Taffetas, for example, with *plissé* net frills in tone, would be sweet in a harmony of shell pink for a fair girl, while a brunette might essay primrose yellow or tomato red.

Other fascinating little frocks for the flapper age are created entirely of fine tinted lace, two or three flounces, not too full, fashioning the skirt, surmounted by a soft, rather *bébé* corsage with short *pouf* sleeves, and completed by a narrow girdle of coloured velvet leaves as *ceinture*; while for a tall, statuesque type of girl of unquestionably good looks a hard black velvet gown invariably proves an unqualified success. One shown me the other day was arranged with a plain skirt and long, slightly wrinkled bodice that fell in short points over either hip.

Meanwhile our baby girl awaits inspection and description. For her there has been devised the daintiest petal frock of buttercup yellow Georgette or crêpe de Chine, a petal frill at the neck and petal sleeves adding a charm all their own to the fascinating scheme, together with some light sprays of buttercups and daisies. For these wee mites also the all-lace dress is considered quite appropriate mounted over a delicate-coloured silk slip, usually picked up in a soft satin sash, which is nowadays tied in a smart bow at one side.

L. M. M.



TWO DAINTY PARTY FROCKS.

The one for the older girl is carried out in soft parma violet satin, trimmed with silvered lace and shaded violets. That for the small child is of buttercup-yellow Georgette, arranged petal fashion, with light trails of buttercups and daisies as floral garniture.



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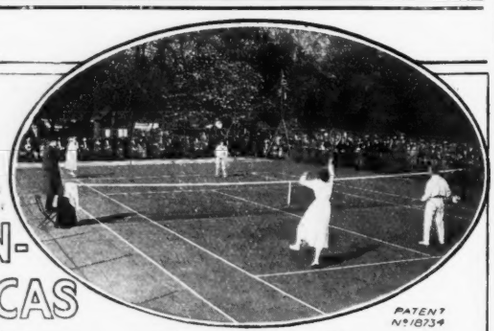


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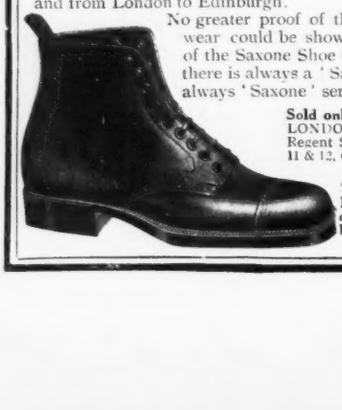
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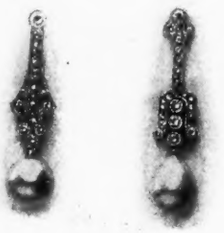
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TWO EXAMPLES OF EARRINGS IN TECLA PEARLS AND REAL DIAMONDS.

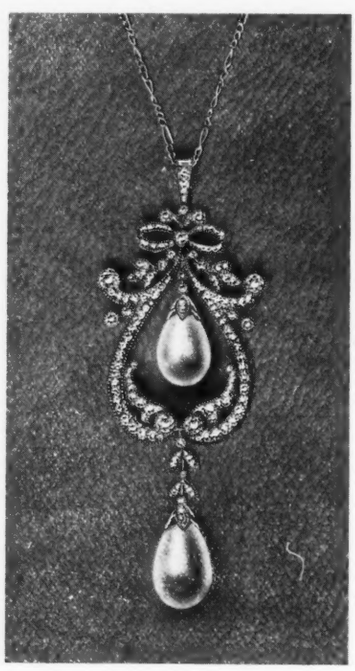


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TECLA PEARL AND REAL DIAMONDS.

bead the price of many luxuries. The woman who intends to make her pearls articles of daily wear will be wise to substitute for them, for general occasions, a string of Técla pearls. Should they be selected carefully and the clasp of the original necklace copied no one but an expert will be able to decide which she is wearing. All the beauty and lustre and delicate colour of a real pearl necklace will be found in the Técla, and as only real diamonds are used for Técla pearls the clasp sustains the part to perfection. Técla necklaces are sold at from £5 upwards, the clasps costing extra, and as a Christmas gift nothing, from a woman's point of view, could be more delightful. The clasps may be made of real diamonds mounted in platinum or of some Técla gem surrounded with real diamonds. A clasp containing a Técla emerald set in real diamonds is one of the most popular designs. Some may, however, prefer a more novel adornment, a *bayadère* necklace of *moiré* silk ribbon which carries a tassel pendant of Técla pearls and real diamonds mounted in platinum. These are really exquisite examples of the jeweller's art. The many women who wear earrings know only too well how easily they are lost, and are chary of wearing valuable stones or heirlooms in the street. The earrings illustrated here are made of Técla pearls and real diamonds mounted on platinum, and are very light to wear as well as in appearance, while their graceful



PENDANT IN TECLA PEARLS AND REAL DIAMONDS SET IN PLATINUM.

design must enhance the beauty of any woman's face. The Técla Pearl Company are specialising in particularly elegant designs for rings, of which two examples are illustrated here. One has a magnificent cream Técla pearl, a fine real diamond and diamond shoulders, the other a Técla emerald of beautiful colouring, and two real diamonds.



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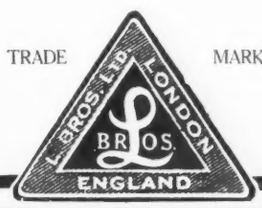
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RAG toys of every sort are so associated with the name of Messrs. Dean and Co., that even the children ask for "Dean's" and the grown-ups find them most delightful presents for little people. Among Messrs. Dean's rag books for this Christmas, "Cecil Aldin's Farm Book" and "Mother Goose," designed by Miss Hilda Cowham, are the most noticeable. Some smaller books, charmingly illustrated, will be equally popular. The rag dolls are most up-to-date young people; many of them wear jumpers, all are extraordinarily attractive. Among rag animals the "True-to-life" cat and dog will be a joy to every little person in the nursery; the three teddy-bears on their scooters will, however, run them close. It is difficult to imagine toys that would come nearer to the hearts of quite little children or that grown-ups will find more satisfactory in the very important matter of packing, while there will be none of those tears of distress at breakages which too often follow closely on the delight of possession.

A SPARKLING DRY MUSCATEL.

A Christmas present which will be appreciated by almost everyone is to be found in "Golden Guinea," the first and original French sparkling Muscatel. Though it is made in exactly the same fashion as the best vintage champagnes it can be purchased at half the price. It is a medium dry sparkling wine in which the palate can discern the real flavour of the Muscat grape, for the fruit from which it is made is selected from the choicest vineyards of France. A dozen or half-dozen of "Golden Guinea" would form a delightful Christmas present, adding just that something to the Christmas festivities which connoisseurs know that only the best vintages can impart. For banquets, dinners and all social functions no sparkling wine could be better. If there is any difficulty in obtaining supplies, readers of COUNTRY LIFE are advised to write to the wholesale agents, Golden Guinea, 15, Charlotte Street, W.

FOR THE DAINTY TOILET TABLE.

The present high price of spirit perfumes makes it all the more important to realise that scents such as Courvoisier's "C. C." perfumes, which are concentrated without spirit, are still sold at their pre-war price of 3s. 9d. per vial. They are to be obtained of all chemists and stores and are extremely economical to use. A single drop equals a much larger quantity of many kinds of scent. They are made by Messrs. H. Bronnley, Limited, of London, who are also the makers of the delightful "Omar Khayyam" perfume, sold at 11s. 3d., 22s. 6d. and 42s. per bottle. "Omar Khayyam" face cream, face powder and toilet soap, redolent of the same sweet scent, are also made by Messrs. Bronnley. "Ess Viotto" is another very favourite production of the same manufacturers. At this season of the year, when many delicate skins are giving trouble and redness and roughness appear as if by magic, to know that "Ess Viotto," sprinkled on the hands night and morning and gently rubbed in, will preserve them in soft and white condition is a toilet hint that should be valuable to many women.



OMAR KHAYYAM PERFUME.

FOR LOVERS OF THE CINEMA.

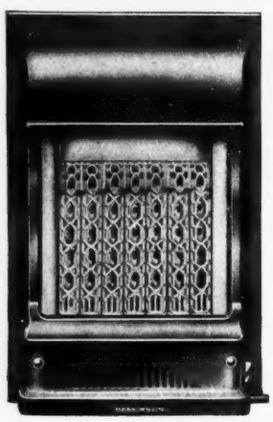
There is no doubt that the cinema has come to stay. There may be a difference of opinions as to how best it can be developed for the amusement and instruction of the public, but to many thousands of people it is a favourite form of entertainment, the only drawback to which is that you are obliged to leave your own fireside in order to enjoy it. But even this objection is now overcome. The "Portable Home Cinema" is easy to work and will give every home its own cinema show. A free booklet, giving all particulars, will be sent on request to Messrs. W. Butcher and Sons, Limited, No. 2, Camera House, Farringdon Avenue, E.C.4.

FOR CHILDREN'S PARTIES.

No Christmas dinner table is complete without a supply of table waters and none is better for the purpose than those sold by Messrs. W. and J. Burrow, Limited (26, London Street, Paddington, W.2), bottled at the St. Ann's Spring, Malvern. It is not generally known that Messrs. Burrow's Malvern Water can be purchased in wine quart glass bottles, fitted with glass stoppers, as well as in the pint and split sizes. For children's parties, Burrow's Ginger Ale and Burrow's Lemonade will be found ideally pure and wholesome and quite deliciously refreshing.

THE NEW TYPE OF GAS FIRE.

Some articles have appeared recently in COUNTRY LIFE describing the new system of building gas fires into the wall, this system



THE "BUILT-IN" GAS FIRE.

effecting not only a substantial reduction in the cost of new houses, but also securing additional floor area by the elimination of the chimney breast needed in the case of a coal fire. Thus the gas fire, properly adopted as a primary source of heat, instead of being regarded as an afterthought or as supplementary to a coal fire, receives for the first time its ideal setting. The gas fire manufacturers have themselves effected this innovation and are producing some most admirable models on the new system. One such is the "Built-In" Gas Fire shown by the accompanying illustration. It is made by The Parkinson Stove Company, Limited, of Stechford, Birmingham (London showrooms at 129, High Holborn). The fire is obtainable with a black or bronze finish and is made in two sizes, with five or seven radiants, for building into an 8in. or a 10in. flue opening; this latter being only 3ins. deep over the top of the fire, and being constructed in the thickness of the wall, so that the front of the fire alone projects. The heating efficiency of the modern gas fire has reached an extraordinarily high level, and its hygienic quality has been established both by official tests and private experience. It takes its place, therefore, as one of the most convenient things in the equipment of the house.

GIFTS OF REAL UTILITY.

Everybody does not know, perhaps, that Messrs. De la Rue's famous "Onoto" pens, before they leave the factory, are filled with ink and travel to the purchasers ready for use. This is a test indeed for the quality of a fountain pen. Any of the "Onoto" pens, and particularly, the "Onoto" Streamline pen, the newest and most up-to-date model, make ideal Christmas presents. A reliable fountain pen that does not leak has a sufficiency of attraction in itself, and when it has the additional recommendation of being well finished and perfectly designed it becomes a very desirable thing indeed. Messrs. De la Rue display the same enterprise in other directions as is exhibited in the production of their pens. Their ladies' hand-bags, purses, Treasury note cases, season ticket cases and similar articles, are all of high quality and show the same attention to excellence or of design. Their "Onoto" Diaries, with double indexes in large variety of elegant bindings, are all worthy of serious consideration as gifts. None of their productions, however, do us

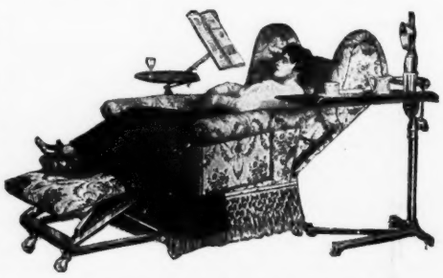


A STREAMLINE "ONOTO" PEN.

more credit to the firm than their playing cards. The pneumatic playing card was, as everyone knows, an invention of Messrs. De la Rue's. At Christmas time cards come into their own, for besides bridge parties and whist drives there are all the merry card games like "Cheat" and "Donkey," which delight the small people. Sets of playing cards make ideal presents. By invalids and elderly folk Patience cards are always appreciated.

PRESENTS FOR INVALIDS.

What gift to purchase for an invalid is often a somewhat difficult question. Most of the more obvious things likely to alleviate pain and monotony, loving foresight will already have provided, but at Messrs. Carter's, 125 to 129, Great Portland Street (at the corner of New Cavendish Street) there are many specialities which may well serve to solve the problem. Luxurious adjustable reclining chairs and couches—and these, by the bye, all who love comfort in the home and the possibility of complete rest will be interested in—"Literary Machine" reading desks which adjust themselves to exactly the right focus so that there is no tiresome holding of the book or paper in position, tables extending over the bed, which can be used for cards, music or needlework, are all to be seen, and anything else that the invalid may require for comfort, including luxuriously finished bath chairs and invalid carriages of all kinds and at all sorts of prices. The latest novelty is the invalid carriage which "goes by itself." It is electrically propelled and the batteries can be charged from the home supply. Exceedingly comfortable, it is quite noiseless and so simple to operate that anyone can drive it without tuition, and its pace can be regulated at will from a crawl to a speed of five miles an hour. Under the new motor car regulations



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this dainty little carriage is subject to a registration fee of only 5s. For infants' carriages and perambulators Messrs. Carter are equally well known.

ROYAL CHRISTMAS CARDS.

The popularity of Christmas cards seems to be in no wise on the wane. Those printed by Messrs. Raphael Tuck and Sons, Limited, this year for Their Majesties the King and Queen are of exceptional interest. Her Majesty Queen Mary's contains the picture, "All in a Garden Fair," painted by Flora Pilkington, and the motto on the outside cover is "Only count the sunny hours." The King's card represents the opening of the Royal Chelsea Hospital in 1692 by William and Mary, and the Prince of Wales' shows King Henry VII granting letters patent to John Cabot. Both of them are from paintings by Howard Davie. For Christmas cards and calendars of all descriptions Messrs. Raphael Tuck have always been well and widely known, and their books for children are as delightful as their cards.

HARRODS

FURNISHERS DECORATORS & BUILDING CONTRACTORS



IT may interest readers of *Country Life* to have this glimpse at some of the houses at present being erected by Harrods. The designs of these houses may be seen at Brompton Road, and fuller particulars gleaned at a personal interview. On receipt of a card mentioning a time convenient to the enquirer an appointment will be arranged. Harrods cannot send these particulars by post.



A Harrods House in the Making

Here's an interesting peep at a house Harrods are building near London. Constructed on the same substantial principles as the old Tudor Houses which are still so picturesque a feature of our countryside, the framing is of solid English oak, as also are all interior joinery, doors, staircase and windows. There are four bedrooms, bathroom, two sitting rooms, square hall with compact kitchen quarters. This form of construction permits of standardisation, with consequent economy and avoidance of many local difficulties. A finished example, with furnishings in old-world style to match, will shortly be on view near London.

In the houses we are to live in, more than in any other phase of the builder's art, is wise planning important. Apart from the essentials of safety, health and comfort, there must also be studied those factors contributive to economy of time, energy, trouble, running cost, to say nothing of amicable relationships 'twixt mistress and maids.

The Houses Illustrated

In the Harrods House shown above is a deep loggia, entered through French windows from the living room and designed for comfortable use as a garden room. There are two sitting rooms—one extra large, specially planned as a living room—five bedrooms, bathroom, and kitchen quarters skilfully designed to save labour.

The Bungalow (one floor) House below also has a deep loggia. The large living room has a dining room recess. There are three bedrooms, bathroom, and labour-saving kitchen quarters. The size of floor area is sufficient to qualify for the Government subsidy of £260. There is ample cupboard room in both of these houses.



HARRODS

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WHEN TIME FLIES

By Orlo Williams.

Rosalind: By no means, sir. Time travels in divers paces with divers persons. I'll tell you who Time ambles withal, who Time trots withal, who Time gallops withal and who he stands still withal.

—Shakespeare's "As You Like It," iii, 2.

THE flight of time has always been a commonplace with the poets: it has inspired them with many a striking verse and pretty phrase. Wordsworth wrote of the "unimaginable touch of time"; Andrew Marvell heard "Time's winged chariot hurrying near"; and, to quote another of the less hackneyed examples, Jasper Payne sang delicately:

Time is the feather'd thing,
And, whilst I praise
The sparklings of thy looks and call them rays,
Takes wing
Leaving behind him as he flies
An unperceived dimness in thine eyes.

Yet the poets in this matter have been most unphilosophical: they have generally restricted themselves to the more obvious aspects of the idea. Nearly all their treatments of the theme resolve themselves into the two thoughts, "Time passes, so let us enjoy every moment," and "Time destroys, but my verse can make immortal." Herrick's "Gather ye rosebuds while ye may" is a type of sentiment that may be found in most poets, and none has insisted more notably than Shakespeare in his sonnets upon poetry's defiance of Time's destroying hand.

Time doth transfix the flourish set on youth,
And delves the parallels in beauty's brow;
Feeds on the rarities of nature's truth,
And nothing stands but for his scythe to mow:—
And yet, to times in hope, my verse shall stand
Praising thy worth, despite his cruel hand.

To these plaints we all respond in certain moods, realising the sad beauty of the poet's image: but only in certain moods. We are not always repining at the rapid flight of the hours, but rather complain when their feet seem leaden. What, after all, is this image of Time with his hour-glass and his inexorable march? Is he not a counterfeit for other things more real? What Herrick feared was not Time, but Death. It is Death who holds the scythe, not Time; and it is Change, not Time, that "delves the parallels on beauty's brow." Change is real; it is the eternal process: and Death, which is but a stage in that process, is also real. But Time is an abstraction, as the philosophers have repeatedly told us. Arbitrarily we divide it into minutes, but each minute goes at a different pace for different individuals, and each individual realises the manifold gait of Time from day to day. Shakespeare was nearer the mark when he put into Rosalind's mouth the opening words of this article. She developed her thesis pertly. Time gallops with a thief to the gallows, trots with a maid between her contract and her wedding, and stays still with lawyers in the vacation, "for they sleep between term and term, and then they perceive not how Time moves."

Professor Einstein has proved the mathematical relativity of space and time: they are but dimensions under which an observer observes. Their philosophical relativity had been asserted long before, though passionately denied by the mathematicians. Time is nothing but a convenient measure, which we make to suit ourselves, half-consciously, half-unconsciously. Look at that young athlete at the wicket. He has played himself in carefully and slowly; then he has begun to hit more freely, and now that he has passed his century, he is lashing the bowling all over the field. Ask him how long he has been in: he cannot tell you. He might answer half an hour or a year: either would be equally sensible. The weary fielders think he has been in for ages and wonder when the bowler is going to get him out, but to him his innings is all one moment, and he will hardly be conscious of time till he gets back to the pavilion.

Do you feel the minutes passing as you play a 20lb. salmon, or as you take your jumps in the best run of the season? And the old gipsy tinker, who sits by the roadside to patch tin cans and mend the farmer's umbrella—what is the flight of time to him? Absorption is in his wrinkled face as he bends over his task and deftly fingers his tools. Every moment the shadows inexorably move, every moment his hair is growing imperceptibly whiter, but what of that? The can is mended, that is one moment: out comes the spotted handkerchief holding bread and cheese, that is another.

Every day of our lives we are deluded about the pace of what we call Time. One might say paradoxically that Time flies fastest when he seems to stand still. In a well ordered life, in which regular occupation, regular amusements, regular meals and regular sleep fill up the gentle tenour of the hours, a man may grow to middle age before he is aware that his youth is gone. Lulled by the even rhythm of his days, he pays but half attention to the creeping change that has accompanied the passage of years. Sooner or later, some unexpected event, some loss, or some jar to the emotions will rouse him up, like a dozer from his armchair, and he will suddenly realise over what a distance he has been borne by Time in his comfortable palanquin. Yet, if years can seem minutes, days can also seem years. One realises this easily while travelling abroad. To spend six days in a foreign town is to discover with what a new gait Time passes in unfamiliar circumstances. Everything is strange and new, every action is a fresh experience. Getting up is not the same, nor going to bed; different meals at different hours claim a renewed attention; at every street corner the curiosity is roused; men and women, buildings, shops, clothes, speech, trams and trains keep up an endless stream of unusual sensations. One is too absorbed to count the minutes, it is true, and they fly by unnoticed till, all of a sudden, when dating a letter, one observes with surprise: "Why, I have only been here a week, it seems an age." And many an age, in truth, though meanly measured on Time's false dial, did soldiers pass through in the war. In three days, or even a day, of horror without parallel they experienced a lifetime, and wondered—if they were so lucky—to return but so many hours older. Time, then, is but a bogey, so let him fly! The happiest man is he who never looks at his watch. And if Time be money, it can purchase what is beyond the reach of coin. "Time well spent will buy content"—an excellent motto for a sun-dial.



E. H. R. Hillsworth. WHAT IS TIME TO HIM? *Copyright.*

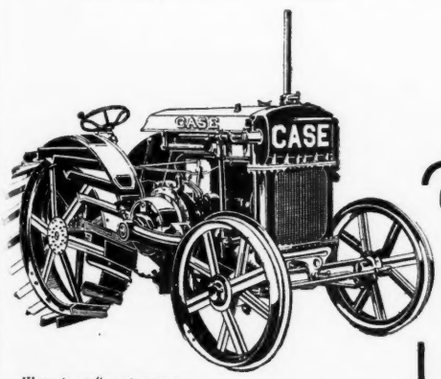
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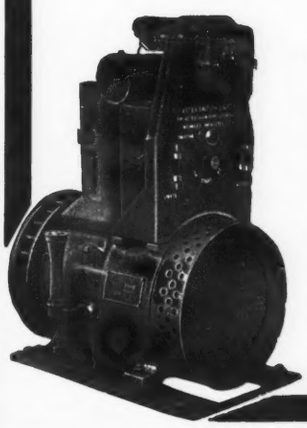
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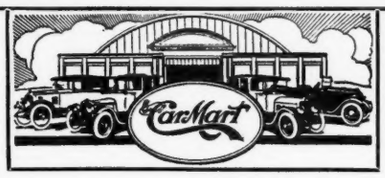
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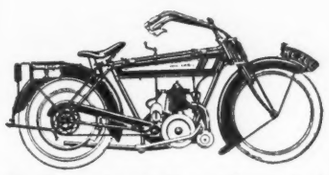
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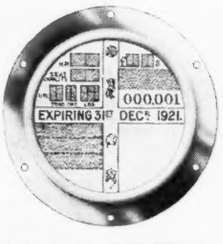
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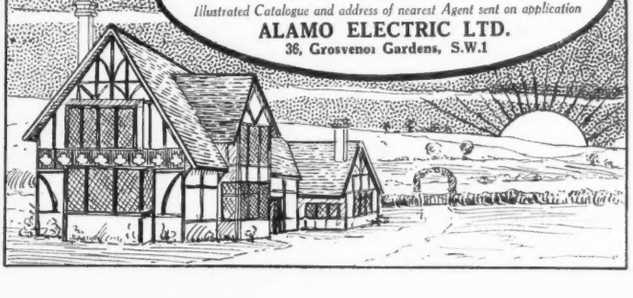
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GUN STOCKS

THERE is, perhaps, intrinsically no more valuable wood than the walnut of which gun stocks are made. A gunmaker speculates in walnut just as a publican does in whisky or a hotel in choice wines. He must follow the market, estimate future movements, and buy lavishly when stocks, so to speak, are plentiful, quality good, prices moderate, and when the orders in prospect are numerous.

The two examples here illustrated are especially beautiful samples which have been lent for photographing purposes by Messrs. Atkin and Mr. Frederick Beesley respectively. A perfect stock combines beauty and utility—its beauty residing in strongly marked colour gradations, the grain wandering promiscuously round and about the butt, and utility in the perfect gathering together of the laminations so that they pursue a true longitudinal course through the part destined to become the grip. Stocks also must be agreeably paired, not too similar, and yet exhibiting pleasing variations in the same general tint and style of figure.

NEITHER CARPENTERING NOR CABINETMAKING.

Perhaps there is no carpentering quite like that which the gunmaker employs in fashioning a stock. The roughing process



SHOWING THE GRAIN OF A GUN STOCK.

is done with a draw-knife, an instrument which I myself am never able to use in the presence of an onlooker without having to deliver a brief lecture concerning it and its functions. It is a sort of companion tool to a spokeshave, being a powerful knife with a handle at each end. Tub-makers use it, chair-makers, no doubt, and most of the other handicraft woodworkers. To see a skilled stocker using one of these implements is to witness a remarkable exhibition of casual hacking producing its result rather by luck than ordered direction. The next tool is the cabinetmaker's rasp, a splendid reducer to approximate form—rough files, and finer ones following in due order. The gunstocker, like the castings patternmaker, does all his carpentering in a vice. When the finer work of fitting to the action is reached, files and their equivalent give place to a specialised assortment of woodcarver's tools. There never was such fitting as that which joins wood to metal in a gun.

Gun stocks have to reproduce the harmonious conventional outline within the limits laid down by the shooter's measurements. The correct form having been given, a long and arduous process of polishing begins. It must be superfine and yet not at the expense of a single wobbling curve. Surface is, in fact, tested by the rigorous method of observing the travelling reflections produced by gently rocking the specimen. To ensure permanence of the fine surface it must be wetted and heated several times in order to rough up the grain, the fibres so uplifted being smoothed down till none of recalcitrant tendency remain. At last comes the greasing and final polishing, which between them reveal and give permanence to the wonderful figure of the wood, and so complete what may be considered the most elaborate handle in the world.

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Walnut owes its special fitness for gun stocks to the fact that, while light and tough, it may be worked at every angle with the grain, taking clean cuts on all and acquiring as perfect a surface where the end grain outcrops as where the fibres lie approximately flush.

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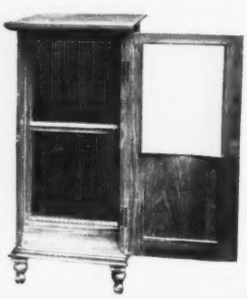
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FROM THE EDITOR'S BOOKSHELF

Guest, the One-Eyed, by Gunnar Gunnarsson. (Glydendal, 8s. 6d.)
WHEN one looks into the face of a foreigner, though the features may be almost those of an Englishman, one sees something, sometimes quite indefinable, in the expression, particularly in the expression of the eyes, that shows him to be of another nationality than one's own. And so it is with Mr. Gunnar Gunnarsson. He looks into the world with the eyes of an Icelander; the ordinary features of human nature are there but the expression in them is coloured by the mysticism, the melancholy, the virility and the independence of the sturdy Icelander. He wraps his book, *Guest, the One-Eyed*, in a cloak of mystic melancholy; there is strength there, too, and a breadth of vision, a freedom of spirit born of the mountain fastnesses; and combined with this wide outlook and largeness of conception there is the minuteness of detail common to the intimate life of every human being. Mr. Gunnarsson has a genius for detail such as was possessed by William de Morgan or such as we see in the paintings of Dutch masters whose pictures of interiors with all their homely appurtenances are clearly and exquisitely defined. Fatalism, perhaps that is the characteristic that more than anything else gives an alien expression to his men and women—a fatalism that was the fruit of the country in which these people lived. Nature was their master, the tremendous power of untamed nature was the determining factor in their lives. The story is a chronicle of the family of Orlygur *á* Borg, an Icelandic chieftain, rugged, splendid, lovable, a leader of men. The development of the character of his eldest son Ormarr is strangely beautiful. A dreamer and yet a man of action, happy only when he is testing his strength against the world as he first learnt to test it against nature, growing in grace with every conquest Ketill, a younger brother, is weak and vindictive, but works out his own salvation at the end. And so on into the next generation, every character adding its quota to the human drama and helping to complete an ornament composed of many precious stones.

The Dippers, by Ben Travers. (Bodley Head, 7s. 6d.)
IF only books which made the readers laugh out loud were admitted to the highest rank of humorous novels, their number would be very small. You may smile as you read, or even titter—that is rare—but to laugh out loud at a jest that has only cold black and white print as its method of conveyance from its creator's brain to yours is a rare occurrence, and demands that form of humour which is most full of the element of surprise. Anyone who wants to laugh should try *The Dippers*, and read out loud to the family circle it might be regarded as a cheap and comfortable substitute for turning out into the cold to go and see one of the two or three really funny plays that are running just now at the West End theatres. It is a carelessly written story, occasionally silly, very nearly improbable, but undeniably funny. Henry Talboyes, shy, middle-aged family solicitor, is mistaken for one of a pair of American jazz artists engaged to entertain the guests of a *parvenu* nobleman, and, persuaded by Pauline Dipper, takes her husband's place in the "Dipper Duo" for one night only. This is the plot in brief; its working out is often exquisitely funny. If Mr. Travers cared to dramatise it, it would make an excellent farce. As it is, as an evening's entertainment for a reader in holiday mood, nothing could be better.

Boon, by H. G. Wells. (Fisher Unwin, 8s.)
THE day before yesterday is already out of date in these kaleidescopic times, and 1915, when *Boon* was first published, is ancient history altogether. Many eggs has Mr. Wells hatched out since then, and to serve up a, by this time, rather lean hen seems almost a pity. Boon (H. G. Wells) on his death left literary remains which were prepared for publication by Reginald Bliss (H. G. Wells), and they give glorious opportunity for descriptions and sketches of many of the famous and notorious men as they were in 1915—in fact or in Mr. Wells' imagination. With brilliant swiftness and telling strokes they are precipitated, in scissors and paste fashion, into our line of vision, and they are, as is to be supposed, wonderfully clever and trenchant. But these men are not the same as they were in 1915, we are not the same, Mr. Wells himself is not the same, his philosophy has deepened and matured, and, though collectors of Mr. Wells' books will find *Boon* far from the least of them, it is a book to have been read fresh from the mill, or to be read in a generation's time, to be best appreciated.

The Christmas Spirit, "TOC" Annual, 1920. (St. Catherine's Press, 3s. 6d.)
THE purpose behind this cheerful-looking volume is to swell the funds of the "TOC H," late Talbot House at Poperinghe and Ypres. Whether pleasant memories of Talbot House or gratitude for its good work or the wish to enjoy a budget of fine stories and amusing sketches dictate its purchase, its price will be well spent, for *The Christmas Spirit* is worthy of its name. Among the contributors are Stephen Graham, G. D. Armour, G. L. Stampa, Ian Hay, Mrs. E. Nesbit and many other well known writers and artists.

SOME BOOKS FOR LITTLE FOLKS.

Sunday has always been a great favourite with the little ones, and its incorporation with *Everyday* (Wells, Gardner, Darton, 5s. 6d.) has only added to its reputation. The pictures and letterpress are just as delightful as ever. From the same publishers come the *Chatterbox Newsbox* (2s.), *Leading Strings* (2s. 6d.) and *The Prize* (2s. 6d.). The latter is fifty-eight years old this year, while *Leading Strings* is thirty; and yet the very small people will find them just as absolutely all they like best as ever. Seven clever little books by Violet King, published by Gale and Polden at half a crown each, tell the stories of Monday's child and his six brothers and sisters, under such titles as *The City of Enchantment* (Monday's child), *Woods Where Stories Grow* (Sunday's child) and *The Persian Tapestry* (Tuesday's child). These are sure to prove nursery treasures. *Lost Legends of the Nursery Songs* (Bell and Sons, 5s.) contains some clever stories in which the people of the familiar old rhymes are the characters and their adventures make capital reading. Mary Senior Clark tells the stories, and Alice B. Woodward has drawn some dainty illustrations in colour.

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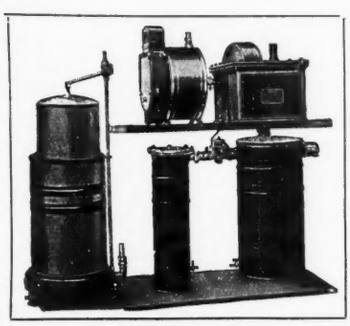
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In this quaint old Church—Wimborne Minster—we re-cast eight bells and supplied two new ones—all in perfect tune.

SHAKESPEARE had no liking for bells that were out of tune. There is no reason, however, why anything but sweet music should issue from the belfry tower, for Messrs. Gillet & Johnston, the Bellfounders of Croydon have replaced the old method of haphazard tuning by one so scientific that every bell, even the smallest, is sent out perfect in tune.

On the same principle—known as Canon Simpson's—old bells which are cracked, or otherwise faulty in tune, can be re-cast and perfect harmony of tone produced.

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SWISS SPORTS AND SUITABLE DRESS

A TURN IN THE TIDE LEADS TO SPANISH FASHIONS.

NEVER within recollection has there been such a furore over Switzerland and the winter sports there. Everything is at a premium: hotel accommodation, sleeping compartments in the trains—now, alas! limited in number—while the rush after suitable clothing is straining the largest resources.

Of course, the inexperienced are disposed, as usual, to take far too much, and there promises in consequence to be much weeping and gnashing of teeth over the charge for extra weight luggage. Such essentials as stout porpoise-hide ski-ing boots, nailed toboggan footgear and the like, account for a good deal ofweigh. To these must be added sturdy tweed skirts for skating and general wear, the necessary relay of thick sweaters, wool stockings and scarves.

All knitted suits, comprising breeches and sweaters or sports coats, are going strong, for only the ultra-prudish dream of wearing a skirt nowadays for the more strenuous sports. A special quality of alpaca yarn is used for these in a closely knitted stitch for the requisite warmth, while the colours and commingling of colours in which they are offered almost suffice to bewilder the steadiest brain. Gaiety is the dominant keynote, and there is everything to match, in the way of warm gauntlet gloves, scarves and stockings, for those who have the money to expend.

A popular fancy is for a sweater in mixed and vivid Norwegian colours and patterns, which can be worn with almost any skating skirt or ski-ing breeches, many electing to adopt riding breeches of stout khaki drill, accompanied by putties, the latter worn over moderate weight wool stockings, supplemented by heavy socks, to be turned over the top of the boots. That the knitted wool all-in-one frock is likely to prove invaluable for the rinks is a foregone conclusion; while for slipping into, after a return to the hotel for tea, those dainty Shetland wool dresses are selling as fast as the proverbial hot cakes.

A warm coat, preferably one of fur, is a most imperative possession for putting on after the sun goes down and for wearing in the evenings when migrating from one hotel to another for exchange of gaieties.

Then there comes the question of evening dress, the quality and kind and character of these depending in a large measure on the place visited. At Murren, St. Moritz, and big places of that description, more are needed than is the case, perhaps, at Campfer and the like. For a visit, however, of, say, three weeks' duration, three ought to suffice, together with the inevitable fancy dress for the practically certain ice carnival; and of these three, one of black or coloured lace might be included, with a taffeta or charmeuse as the sturdy standby, the third being of some more filmy character.

Turning to more general dress news, the burning topic of the hour is the feeling for Spanish fashions. That these will ultimately materialise I have very little doubt. What, however, is shrouded in deepest mystery is the length of time the departure will take to develop, since the change of *silhouette* will be so complete. Anyway, it is generally conceded that the East has had a fair field of favour.

Meanwhile there are a few words to be said anent tea gowns and tea frocks. The lure of the latter has grown in the wearing, and it is significant that at several of our leading establishments they are offered in a very plethora of styles and expressions, ranging from the simplest little chiffon velvet and charmeuse straight up and down models, to elaborations of chiffon and lace, enhanced by sashes and flora *ceintures*. Many, indeed, are tea frocks in name only, and might fitly pose as evening dresses, while others are worn at the popular Thé dansants.

Tea gowns again can either be extravagantly luxurious or of a studied simplicity. And in the adjoined picture we have endeavoured to strike the happy mean. For this exceptionally graceful model there is visioned rose pink charmeuse, veiled in French blue silk net, the latter decked with circles of dark brown fur; to all of which a delightful completing touch is imparted by draperies of velvet in the same shade of blue, one end of which is worn twisted round the arm. Although the colouring suggested is particularly seductive, the same idea would carry out equally well in many others, such as black and gold or grey and mauve. L. M. M.



THE TEAGOWN OF TO-DAY.

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The "Yeo" Coat was specially designed and introduced by us to meet in an effective manner the requirements of the Horseman generally. Of the many commendations received we quote the following:—

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Although fitted with fan-piece at back, leg loops, and pommel strap for saddle wear, it answers admirably for general purposes too. The "Yeo" is also made for Ladies, and is illustrated in our Ladies' Catalogue.

In our No. 31 cloth (a finely woven Egyptian cotton cloth, biscuit fawn in colour, light in weight, but very strong) the price is **130/-**; and in a medium-weight ribbed fawn material, No. 9, **95/-**.

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Boots for Shooting, Fishing, and Country Wear generally.

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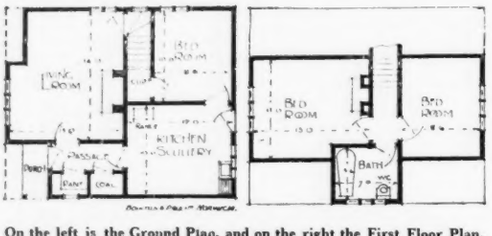
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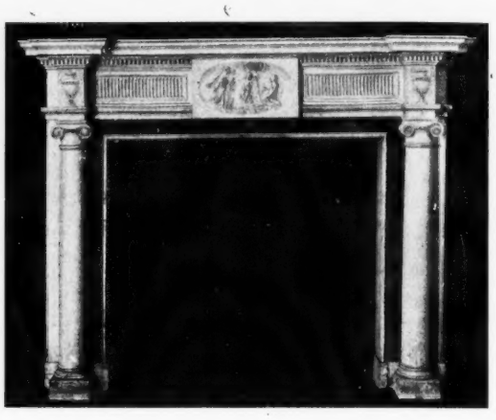
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ADAM MANTELPIECES

THE fame of the brothers Adam rests on a vast bulk of work which can be authentically credited to them, but to them also have been ascribed in these latter days innumerable decorative adjuncts with which they had no connection whatever; the phrase "Adam" being liberally applied to designs which perhaps were by Chambers or Leverton, or one of the many unknown designers of the eighteenth century. One has become suspicious, therefore, when "Adam" examples are offered for sale. There is, however, no doubt at all about the mantelpieces which have been removed from some houses built by the brothers Adam on the east side of Fitzroy Square between 1780 and 1795, and now offered for sale by Messrs. James Shoolbred and Co., who have recently acquired the property for the housing of their staff and have considered that the retention of the mantelpieces under the new accommodation



ONE OF THE ADAM MANTELPIECES AT SHOOLBRED'S.

would have been superfluous. These mantelpieces are to be seen in Messrs. Shoolbred's showrooms in Tottenham Court Road. They are of statuary marble and are in perfect condition, having been most carefully removed from their setting. They display not only the extreme grace of design which is characteristic of Adam work, but no less the remarkably high quality of workmanship in the carved enrichment produced by the skilled craftsmen of the time. One representative example is here illustrated, though no photograph can convey the delicacy of execution and the fineness of texture which only a personal examination of the originals can reveal. The designs are all different, some being comparatively plain with just a reeded jamb and a little relief in a centre panel or medallion; while others have marble pillars supporting the shelf, and display inlays of Sienna, Grey Spar and verd-antique marbles. They are certainly a remarkably fine collection.

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Messrs. John Pound and Co. are the actual makers of their goods, and their skill and experience are directed towards creating articles that will give satisfaction and continue to give it. They even prefer not to stock certain very saleable and attractive things simply because in the nature of things the greatest care cannot make them satisfactory from the point of view of regular use. Ladies' and gentlemen's dressing-cases at all sorts of different prices and in many styles are among the most desirable of Christmas presents. A lady's case in finest polished morocco with a complete set of silver inlaid tortoiseshell fittings, including a clock and leather-covered jewel-case, and priced at £95, is a gift that is at the same time beautiful and useful and fulfils every request of good taste. But not only in these larger articles do Messrs. John Pound and Co. maintain their high standard; it is just as much in evidence in smaller articles, such as fitted *attaché* writing-cases, suit-cases and ladies' travelling cases, in leather photograph-frames, manicure-cases and handbags. A speciality has been made of ladies' handbags at 1 guinea. They are made in many colours, fitted with mirror, purse and tablet for notes, and are wonderful for their price and really delightful possessions. At the same price a bag in *faille* silk, lined with silk, and with an inner pocket, lined with kid, is one of the daintiest gifts imaginable. These are made in a variety of charming colours.

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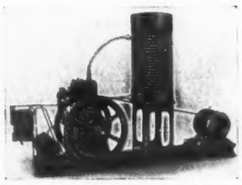
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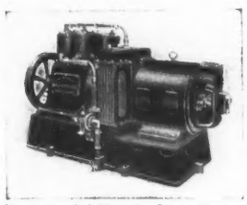
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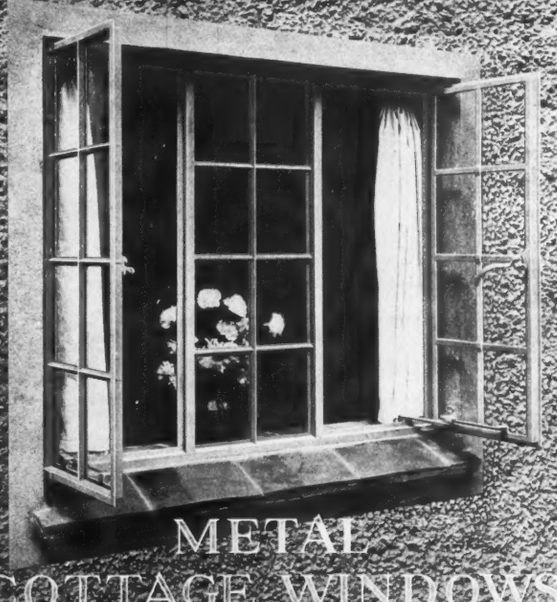
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EDA

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ITEMS OF INTEREST

A SCENTED FAN.

MESSRS. ATKINSON have hit upon a happy idea in calling their latest perfume creation "A Nosegay." The word in itself has an old-fashioned charm and suggests, as is indeed true, that here is mingled the sweetness of many flowers, so that the result represents all rather than one only. The crystal bottle in which the perfume is sold is somewhat larger than the average perfume bottle, and in its embroidered silk case it makes the most delightful and dainty of presents. The price is 70s., and for those who love the best in perfumes, Atkinson's "Nosegay" will be a choice giving absolute satisfaction and delight. The Complexion Powder, at 16s., and Toilet Soap (37s. 6d.) are also sold in similar embroidered cases, the latter containing three pieces of perfumed soap and serving most desirably as a handkerchief box. The "Insouciance" Perfume Set, which contains twelve articles, including perfume, complexion powder, cream, toilet soap, corsage sachets, bath salts, bath soap, bath dusting powder, brilliantine, a gilt powder-case for the handbag, a handsome perfume spray and an alabaster glass bowl, all breathing the charm of the Parfum Insouciance, is a gift which any woman would be pleased to find among her presents on Christmas morning. They cost 185s. or, without the spray and bowl, 117s. 6d. A novelty even more delightful is the perfumed fan in the latest single feather shape in very many shades of colour, perfumed in any odour. At dances or the theatre the perfumed fan will be a much envied possession. It is one of the most original and charming presents which have appeared this season.

PRESENTS FOR EVERYBODY.

For presents of all sorts, whether for children or for grown-up folk, Messrs. Liberty's many departments (Regent Street, W.1) form a very happy hunting ground. If the present is to take a personal form the delightful, warm moccasins made in leather, embroidered and edged with fur, will prove a happy selection for almost anyone; while the handbags in beads, brocades, in the new Batik printed silk and all sorts of shapes and designs will vie with scarves of Liberty's own peculiar charm as presents for womenfolk. The hand-tooled leather work which is being shown would alone provide suitable Christmas presents for a wide circle of friends; handkerchief-cases, bridge-cases, letter-cases, blotters, purses and shopping bags are only a very few of the articles displayed. To turn to toys, the Indian soldier doll, dressed up in his red coat, full trousers and correct turban, will win praise for himself in every nursery; and the Rajah and Ranee are just as attractive. An absolutely gorgeous parrot with a green body and scarlet wings will be the choice of many small people, and the Piccaninny dolls with their delightful brown faces are certain to be popular. Eiderdowns are among the more practical presents illustrated in Messrs. Liberty's catalogue, and for men the very best of neckties and silk handkerchiefs are also shown in colour. For a small gift, such as a calendar, or a more expensive one, such as a kimono or a shawl with beautiful Japanese embroidery, or for jewellery, particularly that in jade and moonstone, Messrs. Liberty's catalogue or shop can be requisitioned with absolute confidence. All their goods have that charm and individuality which have always been associated with the name of Liberty.

VINOLIA PERFUMES.

The productions of the Vinolia Company have been for many years highly appreciated by the public, and their good qualities are known to everyone. The perfumes and toilet waters range in price from 2s. 3d. to 30s. Among the daintily packed perfumes are the



VINOLIA "ARALYS."



DAINTY ALIKE IN FRAGRANCE AND APPEARANCE.

delicious "Russian Violets," "Osiris," with its Eastern charm, and "Alalia," a beautiful combination of jasmin and lilac.

CHRISTMAS CHOCOLATES.

Chocolates for the Christmas dinner table or for gifts are almost a necessity at Christmas time; in fact, in a great many cases they are almost the only present that it is possible to make, as, for instance, where cigarettes are not appreciated and flowers are too perishable to send. A box of Messrs. Rowntree's "Riviera" Assorted Chocolate Bon-bons solves the problem in the most delightful fashion. The "Riviera" assortment is sufficiently catholic to please all tastes. The sweets are filled with coffee cream, nougat, almonds and many other varieties of filling, and encased in the fine chocolate for which Messrs. Rowntree are renowned. The "King George," "Queen Mary" and "Emperor" assortments are equally good and enable one to ring the changes on chocolates as presents to a very helpful extent. Rowntree's Assorted Chocolates in all their many new flavours can be bought at any good confectioners and many large grocers.

THE FOUNTAIN PEN SOLUTION.

When considering the Christmas present problem an article very important to remember is the Waterman "Ideal" Fountain Pen, which has a habit of settling the question in a manner very pleasant to all concerned. It is made particularly useful in this connection by the fact that, though primarily a thing of utility, it has as a present a strong personal element about it. The late S. R. Crockett, the popular Scottish novelist, said once that "to give away a Waterman's Ideal is to make a friend for life," and the wisdom of the dictum is borne out by a chorus of praise from other literary and journalistic celebrities, whose verdict is, after all, best worth having since their pens play so great a part in their occupation. In all types of "Ideal" the ink is regulated by means of the patent spoon-feed, so that there is never too much ink at the point. The various types include the "Regular," the "Safety" and the "Self-filling," all with chased barrels and ranging from 15s. to 42s. in price, and the "Presentation," the more expensive sort, with silver or gold barrel.

LIQUEURS OF THE BEST.

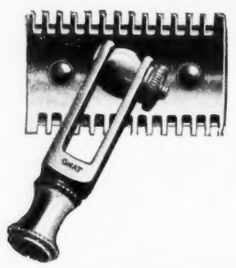
Cherry Brandy was a liqueur beloved of our forefathers, and we to-day endorse their high opinion. Grant's Morella Cherry Brandy, made by Messrs. T. Grant and Sons, of Maidstone, has been perfected year after year since it was first made more than seventy years ago. It was used in the palaces of the late Queen Victoria, and it was taken to the cold, dark Southern Seas on board the *Discovery*. In addition to the Morella Cherry Brandy, Messrs. Grant also supply splendid liqueurs in sloe gin, cherry whisky, orange cognac, ginger gin and orange gin. Twelve assorted bottles of these can be supplied by any wine merchant, or will be sent direct from the distillery for £7 10s. As a Christmas gift they are likely to be very much in evidence.

FOR USE AND BEAUTY.

Many people this year will be sending their friends gifts whose office will be not so much to impart personal gratification as to make the home a more beautiful or more pleasant place to live in. In many homes probably no gift would be more welcomed than one of "Old Bleach" damask. It is made of pure Irish linen and will wear for years. It will come back from the laundry time after time as beautiful as when it was new. At every gathering around the family table it will recall gratefully the memory of the donor. From the Old Bleach Linen Company, Limited, Randalstown, Ireland, a portfolio containing illustrations of ten beautiful designs, and the names of the shops in London and the provinces where they can be obtained, will be sent on application.

AN IDEAL SAFETY RAZOR.

A safety razor which will give a clean, smooth shave, leaving no soreness or irritation behind it, is a possession that every man must desire. The new "Gnat" safety razor has been designed with a view to making it practically impossible for any man, however naturally



THE GNAT ADJUSTABLE HANDLE.

inept, to scrape and irritate his skin in using it. It is so constituted that the user must always keep the cutting edge of the blade at the right angle to the face, this being achieved by means of an adjustable handle. The fact that the



THE GNAT IN ITS TINY CASE.

"Gnat" folds up into a case which could easily be carried in the waistcoat pocket will make it specially valuable to the traveller. It can be obtained at all the leading stores.

A GIFT OF CIGARETTES.

A present for the cigarette smoker is a comparatively easy matter to choose. Kenilworth Cigarettes, which carry an assurance of high quality in their very name, are sure to please. From the giver's point of view, another point in favour of Kenilworth Cigarettes is that there is hardly a tobacconist who does not stock them. They can be ordered by post from the tobacconist, to be sent direct to the recipient on a certain date; or purchased personally at the first tobacconist's you come across; so that if you decide on "Kenilworth" there is no weary running from place to place to find either the right shop *or the right present*. The only drawback is that being so good, "Kenilworths" will not last very long.

THE PRINCE AT THE GUILDHALL.

For the *déjeuner* given by the Corporation of the City of London on the 7th inst. to H.R.H. the Prince of Wales, on his return from his tour round the world, a very beautiful *menu* was printed, bearing the Prince's portrait and decorations of wreaths and medallions symbolical of the tour and with the arch of the Guildhall itself used as a background. One of the two wines served during the *déjeuner* was Bollinger's Champagne—a high honour to a fine wine.

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As Supplied to His Majesty the King and His Royal Highness The Prince of Wales.

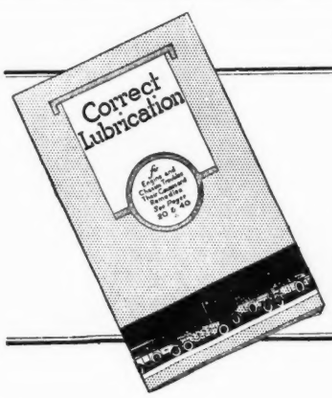
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Send for this new booklet

WHAT does it cost you to run your car? You know the various items of expense; but have you ever reckoned up the actual figures or considered what causes your upkeep costs to be high or low?

This question of economical operation is the subject of a 7-page article in the new "Correct Lubrication" booklet.

Throughout, the text is well diversified—as the list of contents indicates—and treats exhaustively and interestingly a subject which is of first importance to every motorist.

At the end of the booklet is a complete Chart of Recommendations, which includes practically all models of cars and light cars from 1916 to 1920. The correct grades of oil are specified for the engine—in summer and winter—and for the gear-box and back axle.

A COPY WILL GLADLY BE SENT ON REQUEST.

PRINCIPAL CONTENTS

- The Four Economies of Correct Lubrication.
- Methods of Lubrication.
- Oil Tests.
- Why the Crank-case should be cleaned frequently.
- Engine Troubles: their Causes and Remedies.
- Transmission Lubrication Vital.
- Lubrication Chart.
- Chassis Troubles: their Causes and Remedies.
- Chart of Recommendations

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DRESS ACCESSORIES AS CHRISTMAS GIFTS

A DANCE FROCK ON MODIFIED SPANISH LINES.

CONVENTION demands that we be clothed, and gifts that help to augment our strained dress allowances are proving far more welcome this Christmas than useless trifles. One or two girls of my intimate acquaintance have selected for their presents one or other of the many small accessories needed for a visit to Switzerland—a silk petticoat, a new dance frock, some coveted but expensive hair adjuncts. Nor have the necessary and still costly shoes, stockings and gloves been overlooked in these Christmas lists of useful gifts. There is no manner of doubt as to the wave of economy that is sweeping over us, and making do with what we have is resulting in some extraordinarily clever and individual results.

Waistcoats, among many other small adjuncts, are proving an invaluable asset towards the carrying on of an existing coat and skirt; and when this is completed by toque and handbag to match, together with a handsome set of furs, the smart appearance achieved is one to satisfy the most fastidious. One of these triple alliances seen was composed of scarlet cloth, embroidered in an Egyptian design and colourings. The latter merely bordered—to considerable depth, however—the perfectly straight *gilet*, but was carried all over the small round toque and hand-sack. These three were specially devised to be worn with a plain neat black face-cloth coat and skirt, the former cut on free sacque lines, the fronts flying open from the base of a high fur collar.

Another particularly dainty vest, worn in conjunction with a black velvet suit, was of white satin, and buttoned right up to the top of the high collar with small gilt buttons, beyond which came two or three narrow lines of gold and black braid, a delightful finishing touch being imparted by a jabot of old vellum-tinted lace. A number of these waistcoats have obviously been inspired by those worn during the eighteenth century, alike in the matter of style, material, and embroideries. Especially dainty are the small sprig-patterned brocades used, while not a few are completed by large flap pockets, through one corner of which a scrap of lace is drawn to suggest a hidden mouchoir. With such decorative and artistic additions as these, the simplest coat and skirt is at once lifted out of the realms of the commonplace.

Handbags and umbrellas comprise another much coveted allowance, tortoiseshell and ivory vying in favour for these. After lapsing a little in favour, the latter has quite suddenly and unexpectedly taken on a fresh lease of life. Handles of rare and exquisite Chinese carving, mellowed by age or artifice to a delicate brown hue, are in great request, while a stick of ivory surmounted by a ball of tortoiseshell is quite one of the handsomest and most pleasing novelties.

Christmas with its many festivities has naturally given an impetus to evening frocks, and I am hearing on all sides expressions of weariness as to the monotony of the filmy petal dresses, while not a few are expressing similar sentiments respecting the coloured lace creations. All this points to a serious desire for change and diversity of some sort. Now this is at once supplied in fuller and longer skirts of satin and brocade, or a sheath foundation of one or other of these veiled by full overskirts of tulle, set on about the hips or waist with a loosely pleated, rather *dégagé* ruche. An enchanting scheme on quasi-Spanish lines forms the subject of the adjoined picture. This is carried out in a lovely shade of old rose satin, the skirt enhanced by an embroidery of black jet beads, silver bugles and *diamanté*, while the overdress is of black tulle, on which is posed a great velvet cactus several shades deeper in tone than the satin, the edges of the petals stitched with microscopic mock diamonds. The bodice is a mere little nothing, of the satin, pointed back and front, and this can either be worn as shown without sleeves, or, if preferred, with draperies of black tulle drawn up short on the shoulder.

The bared arm, however, is dying far harder than is the bared back. Of the latter we hear or see little nowadays, the like holding good of narrow shoulder straps, which are no longer worn by the really well dressed. To emphasise the Spanish note, "Beta" has elected to finish the coiffure with a high tortoiseshell comb, and in lieu of the ubiquitous ostrich feather fan there is suggested one of painted chicken skin mounted with tortoiseshell.

To wear, or not to wear, long gloves in the evening is becoming a vexed question. Certain *grandes dames* insist that they must be worn. But the gay, joyous, independent spirit of youth is rather inclined to laugh this dictum to scorn; and until prices come down they have a very sound and good reason for refusing to conform when they can do so without actually causing offence. *Autres temps, autres mœurs.* And the sticklers for convention are surely overlooking the fact that for one dance in the past there are a dozen to-day.

L. M. M.



A DANCE DRESS ON QUASI-SPANISH LINES.
This is effected in old rose satin, embroidered with black jet beads, silver bugles and *diamanté*, veiled in black tulle with a big velvet cactus for further decorative relief.

GRENSON

What was wrong with your last shoes?

They were not GRENSON'S.

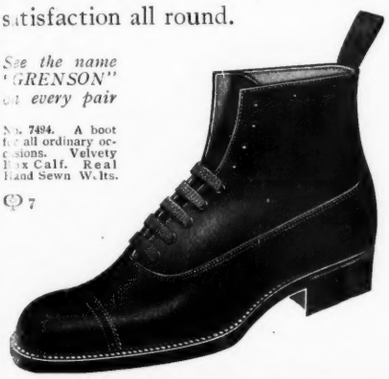
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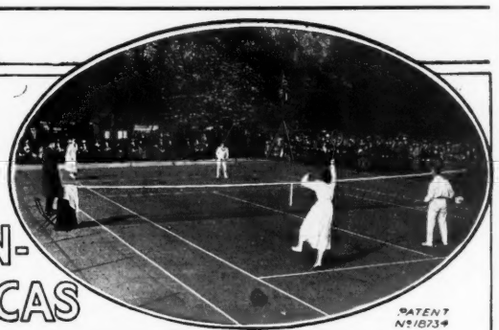
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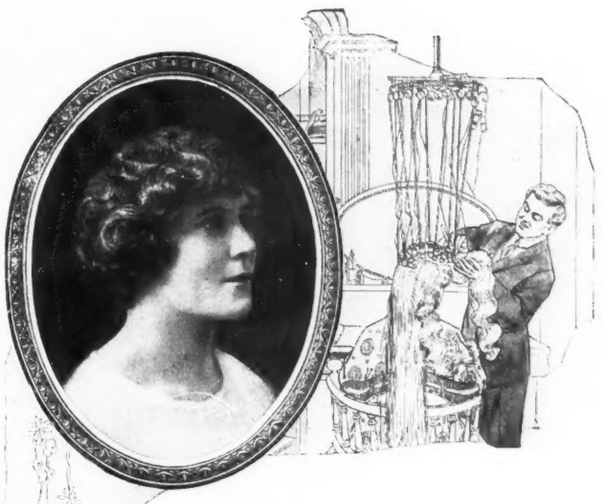
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That the popularity of permanent waving dates from the introduction of the Eugène apparatus is simply the case of cause and effect. Eugène could guarantee softly undulating, becoming waves without any risk of injury to the hair, and therefore was bound to supersede inferior processes, which left, and still leave, much to be desired in results.

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A WINTER POT-POURRI

A CHRISTMAS DAY REFLECTION.

HER MAJESTY QUEEN ALEXANDRA has written in very sympathetic terms with regard to the work of the Church of England Homes for Waifs and Strays, of which she is Patron. She says: "I am very sorry to hear that the work of the Waifs and Strays Society which is so well known and has been so far-reaching in its effect is being very seriously crippled through the greatly enhanced cost of living. I am told that the Society has a large deficit at the present moment, and that unless fresh support is forthcoming, the Society will be compelled to close some of those many Homes which are doing such wonderful work for little orphans and homeless children. In whatever suffering is coming to us this winter, we must all feel that the children should be our first consideration, and I thoroughly commend the appeal which the Waifs and Strays Society is making for help." The Society has already given homes to nearly 25,000 children and at the present time has a family of 4,500 to maintain. The very high cost of living is making the work extremely difficult. Every one of us who on Christmas Day see our children in comfort and happiness around us might well remember to spare something for this excellent work for, as Her Majesty well says, "the children should be our first consideration."

FOR THE TOILET TABLE.

The booklet descriptive of their perfumes and other toilet preparations which Messrs. Dubarry of 81, Brompton Road, S.W.3, issue this year is, as its forerunners have been, the



DAINTY BOXES OF POUDRE DUBARRY.

epitome of charm, attractively printed, delightfully illustrated. Among the nicest Christmas presents that could be given this year Messrs. Dubarry's preparations will occupy a high place, whether they be bottles of lovely perfume such as "Entre Nous" or "Souviens-toi" or a box of that capital new invention, compressed tablets of bath salts. Anyone who has experienced the annoyance of finding their bottle of bath salts broken in a trunk while travelling will appreciate the convenience of these perfumed tablets, each sufficient for one bath,



COMPRESSED BATH SALTS ARE A BOON TO THE TRAVELLER.

costing 4s. 9d. post free for twelve. "Colonice" (Cologne ice), delicious for cooling the forehead and hands, and Poudre Dubarry, in its solid form for the handbag known as "Powdrette," are two delightful small gifts. Messrs. Dubarry's new crystal-shape tablets of bath soap, weighing a third of a pound cost only 1s. 3d. each, so that the finest soap must be within the reach of almost everyone for family use, and should certainly prove very popular.

LIGHTING IMPROVEMENTS FOR HOME AND MOTOR CAR.

In winter time the importance of artificial light is brought home to all of us. Comfort, mental alertness, manual skill and æsthetic appreciation are all dependent on lighting. It is particularly incumbent upon anyone who has the care of children to see that their young eyes do not suffer from bad illumination. The British Thomson-Houston Company have issued a folder (No. L 173) which contains illustrations and descriptions of all of the most popular patterns of B.T.H. semi-indirect fittings; the majority are ornamental and intended for use in houses, offices, etc., but two special designs are provided for factories and workshops. Anyone who is intending to overhaul lighting arrangements could not do better than obtain a copy of this folder, which is printed in three colours and can be had of most contractors and dealers. The same firm is responsible for the well known "Mazda" electric lamp bulbs. Motorists who know the desirability of ensuring steady brilliance and immunity to vibration place a high value on "Mazda" bulbs. The "Mazda" gas-filled bulb is now being made in sizes suitable for headlight use and proving itself extremely efficient.

NEW GRAMOPHONE RECORDS FOR THE HOLIDAYS.

Everyone who has a gramophone—and their number is increasing month by month as the possibilities for pleasure which this instrument opens up are realised—will want new records for the Christmas holidays. For many gramophone users the Æolian Vocalion, the gramophone manufactured by the Æolian Company, of 131 to 137, New Bond Street, W.1, stands for all that is desirable in the way of gramophones, and it will be of interest to them to hear that the Æolian Company have just commenced, in a large new factory, the manufacture of records worthy of the Æolian Vocalion. Some of the leading artists of the day, including Rosing, Destournel, Albert Sammons and Lionel Tertis, have signed exclusive contracts with the Æolian Company, as have also the London String Quartet and the band of H.M. 1st Life Guards. With every modern invention at their disposal and all the latest machinery it is not wonderful that the Æolian Company are producing records as excellent in their domain as the Vocalion itself is in its own. As regards the outward appearance of the Vocalion, it should be realised that it is made in a great variety of cases so that an instrument which will not only be unobtrusive in any room, but absolutely an object of beauty can be quite easily selected from the Æolian manufactures.

COMFORT FOR IRRITABLE THROATS.

At this time of the year most people suffer a little from their throats. The frequent changes of temperature, the bitter winds, and colds which have been so prevalent have left nearly everyone's throat in a slightly aggravated condition. The smoker cannot get quite his usual enjoyment from his pipe, the non-smoker finds that the atmosphere of the smoking compartment or the cinema or even the faint odour of tobacco in the room where someone has been smoking will cause an annoying tickling of the throat. It is good to know of a really comforting pastille which will soothe the irritated surfaces and make the presence of tobacco smoke in the air a matter of indifference. Messrs. Allen and Hanbury's Glycerine and Black Currant Pastilles, in distinctive 2oz. and 4oz. tins, can be bought of all chemists. They are delicious, soft and demulcent, dissolving smoothly in the mouth and the child who coughs in bed at night or at school should certainly be given them, for they are harmless as well as comforting. They are prepared according to an old French recipe and contain the choicest fruit juice and pure glycerine. The sole manufacturers are, of course, Messrs. Allen and Hanbury, Limited, of 37, Lombard Street, E.C.3, a firm which has been established now for over two hundred years.

FOR COFFEE DRINKERS.

One thing our men and women learnt in France was to appreciate good coffee. Those who have learnt that lesson and yet are compelled to study economy cannot do better than pay a visit to Messrs. Picards at 117, Regent Street, where they can purchase an excellent coffee machine. This, combined with a supply of their delicious coffee, makes a most useful and comfort-giving Christmas gift.



A SIMPLE AND SATISFACTORY COFFEE MACHINE.

THE WEST END SCHOOL OF COOKERY.

In recent years the importance of good cooking has been brought home to most people by war-time difficulties and also the fact that any person of average patience and commonsense can become a good cook if care and pains are taken and proper instruction is obtained. The London Warming Company, Limited, 20, Newman Street, Oxford Street, W.1, have recently established the West End School of Cookery on their premises. All the most scientific labour-saving devices and up-to-date appliances of the art of cookery are installed, and on Mondays, Wednesdays and Fridays ladies or their servants may attend courses of instruction under expert cooks.

FOR BRITISH AND RUSSIAN REFUGEES.

Lady Georgina Buchanan's fine work in aid of the refugees from Bolshevik Russia must be known to most readers of COUNTRY LIFE. These unhappy people, are endeavouring to earn their bread by executing Russian embroideries. Bridge coats, boudoir wraps, evening cloaks, waistcoats, jumpers and hats are only a few of the articles on which the rich Russian style embroidery can be executed with good effect. Visitors are welcome to inspect or buy at the workrooms at the Russian Embassy, S.W.1, from ten to four and on Saturdays from ten to one, or at The Brownies, 12, Orchard Street, W.1. Garments can be purchased and orders taken at either address. Donations towards the Fund will be gratefully received.

FOR PERFUMED CALENDARS.

A perfumed pocket calendar is a charming idea and Messrs. Price of Battersea have been known for some time for the delightful ones which they annually issue. This year's calendars are scented with a new and very delicious perfume not yet, though very soon to be, placed on the market. Applications for calendars or details of the new perfume should be addressed to Messrs. Price's works at Battersea.

STAMPS FOR ST. DUNSTAN'S.

Sir Arthur Pearson's splendid work for the blind at St. Dunstan's cannot draw to a close for a long while yet to come. Nearly five hundred men are at present in training, in many cases because their injuries were too severe for them to come sooner and in others because their sight has only lately left them as the result of their wounds. It has become necessary, therefore, to transfer the organisation from the situation which it has occupied since its inception, thanks to the generous hospitality of Mr. and Mrs. Otto Kahn, instead of bringing its labours to a conclusion. As prices of labour and material have made the cost of alterations at the new home of St. Dunstan's in Regent's Park, secured on a long lease from the Crown, very high indeed, Sir Arthur Pearson is making a special appeal for the continuation of the assistance which has enabled him to carry his work through so far in a manner which has earned the gratitude of all English men and women. A sheet of sixty stamps of delightful designs has been issued bearing the words "St. Dunstan's." Their sight for us, our help for them." It is hoped that a great many people will make a point of giving at least 5s. for a sheet of these stamps, using one of them on each of their letters not only for their beauty of design but to remind others of the claims of the blind who go in darkness for their sakes.

Supplement to "Country Life."

COUNTRY LIFE

THE JOURNAL FOR ALL INTERESTED IN COUNTRY LIFE AND COUNTRY PURSUITS.

VOL. XLVIII. No. 1251 [REGISTERED AT THE G.P.O. AS A NEWSPAPER.] SATURDAY, DEC. 25th, 1920.

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KNOWN AS

THE MORWELLHAM ESTATE

IN A BEAUTIFUL PART OF THE COUNTY AND PARTLY BOUNDED BY THE RIVERS TAVY AND TAMAR. IT EXTENDS TO AN AREA OF ABOUT

1,778 ACRES

and comprises

FIVE WELL-WATERED FARMS

with good homesteads, including Morwell, Gulworthy, Morwellham and Buctor, the first-named having

A FINE OLD XVTH CENTURY HOUSE

in a lovely situation and suitable for conversion into a Residence or Shooting Box.

SMALL HOLDINGS ADAPTED FOR FRUIT CULTURE. SIX PRIVATE HOUSES AND ABOUT 45 COTTAGES.

753 ACRES OF THRIVING WOODS AND PLANTATIONS, about FOUR MILES OF SALMON, PEEL AND TROUT FISHING in the River Tavy, and

TWO QUARRIES OF ELVAN STONE, together with

THE MINERALS UNDERLYING ABOUT 2,500 ACRES.

TO BE OFFERED FOR SALE BY AUCTION EARLY NEXT YEAR (UNLESS PREVIOUSLY SOLD AS A WHOLE BY PRIVATE TREATY).

Solicitors, Messrs. R. S. TAYLOR, SON & HUMBERT, 4, Field Court, W.C. 1.

Land Agent, E. C. RUNDLE, Esq., Bedford Office, Tavistock.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

Telephone: Mayfair 3275 (two lines).

ALEX. H. TURNER & CO.

69, SOUTH AUDLEY STREET, W.1; and at Guildford, Weybridge and Woking.

2,000 ACRES SHOOTING. COARSE FISHING. PERFECTLY RURAL COUNTRY. ONLY 30 MINUTES OUT BY EXPRESS TRAIN.



GRAND OLD TUDOR MANSION with QUEEN ANNE ADDITIONS; finely timbered deer park and grounds; beautiful oak panelling; also Adams and period decorations.

27 BED AND DRESSING ROOMS, NOBLE LOFTY HALL, BILLIARD ROOM, FOUR RECEPTION ROOMS, BOUDOIR, FOUR OR FIVE BATHROOMS.

STABLING. GARAGE. LAUNDRY.

ORNAMENTAL WATER.

TO LET, HANDSOMELY FURNISHED, ON LEASE, AT MODERATE RENT.

Recommended by the Sole Agents, ALEX. H. TURNER & Co., 69, South Audley Street, W. 1.

CENTRAL HEATING, ELECTRIC LIGHT, TELEPHONE. GOLF LINKS, ETC. IN THE BEAUTIFUL DISTRICT OF



VIRGINIA WATER (within easy motoring distance of London).—To be SOLD, a charming FREEHOLD RESIDENTIAL ESTATE of about 180 ACRES, including a gentleman's attractive Residence; eighteen bed and dressing and four bathrooms, billiard room, spacious reception rooms; high position and extensive views, with splendid parklands; long carriage drive with lodge; south aspect; very beautiful gardens and grounds, walled kitchen and fruit garden with glasshouses; capital stabling and garage, extensive farmery, with accommodation for pedigree herd of cows; bailiff's house, several cottages, etc.; the whole forming a delightful abode in an extremely favourite and very picturesque neighbourhood.—Price and further particulars of the SOLE AGENTS, ALEX. H. TURNER & Co., 69, South Audley Street, W. 1.



GOLF. HUNTING. FISHING. YACHTING.

BEAUTIFUL SOUTH COAST SITUATION.
WITH FINE VIEWS.

EXCEPTIONALLY CHOICE FREEHOLD PROPERTY OF ABOUT 75 ACRES,

including a charming Residence on two floors, with two carriage drives and lodges. Fifteen bed and dressing rooms, four bathrooms, splendid billiard room, hall, and four reception rooms; electric light, telephone, central heating.

SPLENDID STABLING AND GARAGE. FARMERY.

CHOICE GROUNDS AND GARDENS.

pasture and arable lands, six cottages; sea frontage, anchorage for yachts close by.

Whole Property in absolutely perfect order. Favourite Western County.

Further particulars of ALEX. H. TURNER & Co., 69, South Audley, Street, W. 1.

Telephone No.: 293 Regent.

NICHOLAS

(E. DUNCAN FRASER and C. H. RUSSELL.)

Telegrams: "Nichenyer, London."

4, ALBANY COURT YARD, PICCADILLY, W. 1; and at Reading.



HANTS

IN THE MOST DELIGHTFUL COUNTRY IMAGINABLE.

NEAR FAMOUS GOLF COURSE.

THIS BEAUTIFUL OLD GEORGIAN RESIDENCE AND PARK.
420FT. UP.

NINE BEDROOMS, BATH, THREE RECEPTION, BILLIARD ROOM.
ACETYLENE GAS. TELEPHONE. GARAGE.

BEAUTIFUL OLD-WORLD GARDENS, SHADED LAWNS, TWO CAPITAL COTTAGES, FARMBUILDINGS.

45 ACRES

FOR SALE AT LOW PRICE.

Recommended by the Sole Agents, Messrs. NICHOLAS, 4, Albany Court Yard, Piccadilly, W. 1.



SOME OF THE FINEST LAND IN ENGLAND

TO BE SOLD,

ONE OF THE BEST FARMS IN THE COUNTRY
with a roomy
QUEEN ANNE HOUSE
in surroundings of park-like character;

THREE RECEPTION ROOMS, TEN BEDROOMS, BATH.

PRETTY BUT UNELABORATE GARDENS. GOOD STABLING AND AMPLE BUILDINGS,

AND 400 ACRES,

RATHER MORE THAN HALF PASTURE, WELL WATERED, AND OF THE RICHEST FATTING QUALITY.

Land farmed by Owner. Possession at early date.

Price and full particulars of Messrs. NICHOLAS, 4, Albany Court Yard, Piccadilly, W. 1.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

BY ORDER OF CAPTAIN ROBERT BINGHAM BRASSEY.

OXFORDSHIRE

FOUR MILES FROM CHIPPING NORTON

THE FREEHOLD RESIDENTIAL, AGRICULTURAL AND SPORTING ESTATE OF

HEYTHROP

comprising an area of about 5,400 ACRES.



and including the Mansion House, built in 1711 in the Italian style, and seated in a finely timbered park of about 300 acres, with lake and boathouse. The accommodation consists of two halls, seven reception rooms, billiard room, upwards of 30 bedrooms, and complete offices. Electric light, central heating, modern drainage.

The out-premises comprise swimming bath, real tennis court; stabling for 30 horses, smithy, garage, coach-house, etc. The gardens and pleasure grounds are remarkably well matured and contain a full complement of glass. ARCHERY GROUND, BOWLING GREEN (300 YEARS OLD), FINE ROCK GARDENS.

The Estate includes fifteen excellent farms, all with homesteads of an exceptionally substantial character, and seven of which have houses suitable for hunting residences; two fully licensed houses, "The Crown Inn" and "The Harrow Inn," Enstone; a small residence known as "The Chapel House"; the Rectory, Heythrop; and seventy-four smaller houses and cottages. The Estate is the home of the "Heythrop" Hunt, in the centre of which country the Property is situated. The woodlands, which are over 500 acres in extent, are admirably dispersed, and the Estate affords good shooting.

FOR SALE, AS A WHOLE OR IN LOTS, IN THE EARLY PART OF 1921 (UNLESS PREVIOUSLY SOLD PRIVATELY).

Solicitors, Messrs. NORTON, ROSE & Co., 57½, Old Broad Street, E.C. 2. Land Agent, COLONEL NORRIS, Estate Office, Heythrop, Chipping Norton.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

BY DIRECTION OF THE RIGHT HONOURABLE LORD BRAYBROOKE.

BERKSHIRE

BETWEEN WINDSOR AND READING, ABOUT THREE-AND-A-HALF MILES FROM TWYFORD STATION, AND 40 MINUTES' RAIL FROM LONDON.

THE RESIDENTIAL, AGRICULTURAL, AND SPORTING ESTATE KNOWN AS

BILLINGBEAR

extending to an area of nearly 1,750 ACRES.



and comprising a fine ELIZABETHAN MANSION, dating from 1567, with the original main front and wings, in a grandly timbered park of over 300 acres, with four entrance lodges. Accommodation: Hall, eight reception and billiard rooms, 30 bed and dressing rooms, bathrooms, and usual offices; stabling for eighteen, garage; houses for coachman and gardener: shady pleasure grounds with lake. Four dairy, corn and stock holdings, Park Farm, Warren Farm, Billingbear Farm, and Targett's Farm. Brick and tile works, cottages, and about

439 ACRES OF HEAVILY TIMBERED WOODS. THE ESTATE AFFORDS GOOD SHOOTING.

ALSO TWO OFF-LYING FARMS—CHURCH FARM, WALTHAM ST. LAWRENCE, NEAR TWYFORD .. .. 216 ACRES.
WEST END FARM, WARFIELD, BRACKNELL .. .. 107 „

TO BE OFFERED FOR SALE BY AUCTION EARLY NEXT YEAR (IF NOT PREVIOUSLY SOLD PRIVATELY).

Solicitors, Messrs. BURCH, WHITEHEAD & DAVIDSONS, 6, Bolton Street, Piccadilly, W. 1.
Land Agents, Messrs. MARTIN NOCKOLDS & SONS, Saffron Walden. Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,
20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 „ Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., xiv., xv., and xxiv. to xxvii.)

HAMPTON & SONS

(For continuation of advertisements see page viii.)

AT A LOW PRICE

45 MILES FROM LONDON



A BEAUTIFUL RESIDENTIAL AND SPORTING ESTATE:
Lies most compact amid lovely country and extends to about

709 ACRES

(OR THE HOUSE WITH ABOUT 300 ACRES)

and provides EXCELLENT SHOOTING AND LAKE AND STREAM FISHING. The woodlands are well placed for holding pheasants and a good bag of wild duck can be made.

The fine House is splendidly fitted, occupies a charming situation, and contains large entrance and inner halls, six very beautiful reception rooms, winter garden, twenty bedrooms, five bathrooms, etc. CENTRAL HEATING, ACETYLENE GAS, WATER BY GRAVITATION.

DELIGHTFUL PLEASURE GROUNDS AND GARDENS,

rose and rock gardens, ornamental lakes, woodland walks, productive kitchen garden, and ample glasshouses. Capital stabling. Home farm and cottages for men. Three farms now producing £630 per annum. All in first-rate condition.

Sole Agents, HAMPTON & SONS, 3, Cockspur Street, S.W. 1.

BY ORDER OF HENRY F. HOWARD, ESQ.

DORSETSHIRE, ON THE WILTSHIRE BORDER

Five-and-a-half miles from Shaftesbury, eight miles from Semley Station, on the main line, L. & S. W. Ry., and ten miles from Blandford Station.

THE VALUABLE FREEHOLD
AGRICULTURAL, SPORTING AND WOODLAND ESTATE
known as

"THE MANOR FARM"

ASHMORE, NEAR SHAFTESBURY

situate in beautiful country, in a very favourite sporting district and including

THE MANOR FARM WITH SUPERIOR FARMHOUSE

(formerly a manor house), commodious farmbuildings, and seven cottages with about 769 acres of productive arable and good grassland; also 540 ACRES OF THRIVING WOODLANDS AND PLANTATIONS;

the whole extending to about

1,308 ACRES

AND PROVIDING REALLY FIRST-CLASS SHOOTING.

HAMPTON & SONS will offer the above for SALE by AUCTION, at Winchester House, Old Broad Street, E.C., on January 25th next, at 2.30 o'clock precisely (unless previously Sold by Private Treaty).

Vendors' Solicitors, Messrs. FELLOWES & Co., 1, Great Winchester Street, E.C.2.
Land Agents, Messrs. FLETCHER & BRETT, Wimborne, Dorset.
Particulars, plans, and conditions of sale may be obtained of the Auctioneers, HAMPTON & SONS, Ltd., 3, Cockspur Street, London, S.W. 1.

A PROPERTY UPON WHICH A FORTUNE HAS BEEN LAVISHED.

BY DIRECTION OF MONSIEUR L. BLERIOT.

ONE OF THE CHOICEST OF RIVERSIDE RESIDENCES, WITH GROUNDS FRINGED BY THE RIVER.

EVERY MODERN CONVENIENCE.

RIVERSDALE, BOURNE END, BUCKS



AN UNIQUE RIVERSIDE PROPERTY,
comprising a MODERN HOUSE,
standing in GROUNDS of some

ELEVEN ACRES,

and containing 20 bed and dressing rooms, six baths, galleried entrance hall, five superb reception rooms, winter garden, marble paved terrace; lodge, stabling, garage, boathouse.

Glasshouses, eight cottages. Exquisite gardens.

VACANT POSSESSION.

WHOLE OF VALUABLE CONTENTS CAN BE PURCHASED.



HAMPTON & SONS will submit the above by AUCTION, at the St. James's Estate Rooms, 20, St. James's Square, S.W., on Tuesday, April 12th, 1921, at 2.30 p.m., unless Sold Privately.—Solicitors, Messrs. CAMPBELL, HOOPER & TODD, 30, Golden Square, London, W. 1. Illustrated particulars and conditions of Sale of Auctioneers, 3, Cockspur Street, London, S.W. 1.

Telephone No.: 1938 Regent.

OSBORN & MERCER

Telegraphic Address: "Overbid-Ploxy, London."

"ALBEMARLE HOUSE," 28b, ALBEMARLE STREET, PICCADILLY, W. 1.

WORCESTERSHIRE (within easy driving distance of MALVERN AND WORCESTER).—

TO BE SOLD,

AN ATTRACTIVE FREEHOLD PROPERTY, covering an area of about

70 ACRES.

The HOUSE, enjoying a southern aspect, commands lovely and extensive views, and contains three reception, fourteen bed and dressing rooms, etc.

Stabling and garage; finely timbered grounds, walled kitchen garden, gardener's cottage.

Agents, Messrs. OSBORN & MERCER. (13,461.

HANTS (within easy reach of the coast).—To be SOLD, AN ATTRACTIVE MEDIUM-SIZED RESIDENCE, ELECTRIC LIGHT, CENTRAL HEATING, and modern conveniences. Beautiful grounds and gardens; ample stabling, etc.; together with

150 ACRES.

More land adjoining could also be purchased.

Agents, Messrs. OSBORN & MERCER.

SURREY (about one-and-a-half miles from a station, adjoining GOLF COURSE, and in a beautiful FIR AND HEATHER COUNTRY; GRAVEL SOIL, ALTITUDE 400FT., SOUTH ASPECT. COMPANY'S WATER, MAIN DRAINAGE and GAS.)—

TO BE SOLD,

A SUBSTANTIALLY ERECTED RESIDENCE, containing entrance hall, three reception, billiard, sixteen bed and dressing rooms, two bathrooms, etc., conservatory; stabling for six, garage, double cottage.

Inexpensive gardens and grounds, a beautiful ornamental pine wood intersected by charming walks flanked by banks of rhododendrons; in all about

43 ACRES.

Agents, Messrs. OSBORN & MERCER. (13,421.)

LANCASHIRE (occupying a magnificent situation, and near to a station).—To be SOLD, A PARTICULARLY CHARMING MEDIUM-SIZED RESIDENCE. Electric light, Company's water, good drainage; ample stabling accommodation. Delightful grounds and gardens; together with over

180 ACRES.

Agents, Messrs. OSBORN & MERCER.

SUSSEX (within an easy drive of LEWES; GOLF five miles).—

TO BE SOLD,

A COMPACT LITTLE PROPERTY, consisting of a comfortable House, containing four reception, fourteen bed rooms, etc.; facing south and commanding pretty views, together with about 80 ACRES. Well-timbered grounds, walled kitchen garden, glasshouses, orchard, two cottages; well-built farmhouse, buildings, etc.

Agents, Messrs. OSBORN & MERCER. (11,799)

DORSET (in the heart of the Blackmore Vale, and within easy distance of a good town).—To be SOLD,

A HANDSOME RESIDENCE,

containing three reception, billiard, 20 bed and dressing rooms, etc. Standing 300ft. above sea, in a grandly timbered park of

120 ACRES.

Well-matured grounds and gardens; superior stabling, complete range of farmbuildings, etc. The remainder consists of well-watered pasture and sound arable, together with about 100 acres of woods and plantations, the whole lying in a ring fence, and covering nearly

340 ACRES.

Agents, Messrs. OSBORN & MERCER. (13,412.)

SURREY (about two miles from station and in a healthy and very pretty district).—

TO BE SOLD,

A COMFORTABLE AND COMMODIOUS RESIDENCE, fitted with modern conveniences, including heating by hot water pipes and lighting by acetylene gas. It occupies a delightful situation about 300FT. above sea, on LIGHT SOIL, commanding lovely views, and is approached by a carriage drive with lodge. The accommodation is briefly, large lounge hall, three reception rooms, billiard, thirteen bedrooms, etc.

GOOD STABLING AND GARAGE. TWO COTTAGES. Well-timbered grounds, walled kitchen garden and glasshouses, woodlands and rich park-like pasture; in all about

90 ACRES (or with fifteen acres).

Agents, Messrs. OSBORN & MERCER. (11,886.)

SOMERSET (occupying a well-chosen position, commanding magnificent views, and situate about three miles from a good town and station).—To be SOLD, A CHARMING RESIDENTIAL ESTATE of about

230 ACRES,

including a handsome GEORGIAN RESIDENCE, containing four reception, billiard, 20 bed and dressing rooms, etc. All the reception rooms have oak floors and Adam decorations.

Ample stabling. Beautifully laid-out grounds and gardens, in which is a lake of two acres, fed by a stream. HOME FARM, cottages, etc.

Agents, Messrs. OSBORN & MERCER. (10,509.)

YORKSHIRE (near to a station and in a favourite residential neighbourhood).—

TO BE SOLD,

A CHARMING OLD MEDIUM-SIZED RESIDENCE, together with over 1,000 ACRES, bounded by a trout and salmon river.

Agents, Messrs. OSBORN & MERCER.

SUSSEX (in a picturesque and beautifully wooded district and about one-and-a-half miles from a station).—

TO BE SOLD,

A SUBSTANTIALLY BUILT RESIDENCE, containing four reception, sixteen bedrooms, etc., standing at an altitude of about 330ft. in a finely timbered 40-acre park, and commanding good views. In the charming grounds is a three-acre lake with boathouse; walled kitchen and fruit gardens, glasshouses, orchard; capital stabling FARMHOUSE, etc.; rich pasture, arable and woodland; in all about

164 ACRES.

Agents, Messrs. OSBORN & MERCER. (12,799.)



TO BE SOLD. A BARGAIN.

HERTS (within an easy motor ride of London and in a favourite residential district).—

A FINE XVIIth CENTURY MINIATURE MANSION, containing lounge hall, four reception, sixteen bed and dressing, etc.; approached by a carriage drive with lodge, and occupying a magnificent position with SOUTH ASPECT at an altitude of about 350FT. ABOVE SEA LEVEL, in

THE CENTRE OF A GRANDLY TIMBERED 230-ACRE PARK.

THE GROUNDS, studded with fine specimen trees, though simple in character are very attractive; walled kitchen garden, orchard, etc.; ample stabling accommodation. The remainder of the Estate consists of SIX MEDIUM-SIZED FARMS with substantial farmhouses and buildings, 30 COTTAGES, and numerous holdings.

The Residence would be SOLD with either 235 or 1,479 ACRES.

The Estate affords good sport, is conveniently situated for GOLF AND HUNTING.

Agents, Messrs. OSBORN & MERCER. (13,182.)

WORCESTERSHIRE (about a mile from a town and station).—

TO BE SOLD.

A COMFORTABLE RESIDENCE,

approached by two drives, standing high on light soil, facing south, and containing three reception, billiard and thirteen bed and dressing rooms.

Well matured and beautifully timbered grounds and gardens; ample stabling, cottages; good meadowland, etc.; in all about

20 ACRES.

Agents, Messrs. OSBORN & MERCER. (10,245.)

SURREY (in a delightful part of the county).—

FOR SALE,

A CHARMING LITTLE RESIDENTIAL FARM of about 130 ACRES, including 50 acres of woodland. The WELL-BUILT RESIDENCE contains

Four sitting rooms, seven bedrooms, two bathrooms, and exceptionally good domestic offices.

ELECTRIC LIGHT IS INSTALLED.

Good garden stocked with fruit trees, glasshouses, well-timbered parkland and ornamental lake; garage and stables, farmbuildings and two cottages.

Part of the Furniture would also be SOLD.

Agents, Messrs. OSBORN & MERCER. (13,342.)

WILTS (about a mile from a station and four miles from an important market town).—

TO BE SOLD,

A RESIDENCE containing three sitting rooms, eight bedrooms, etc.; approached by a carriage drive.

THREE SETS OF FARMBUILDINGS, together with about

730 ACRES.

Agents, Messrs. OSBORN & MERCER. (13,191.)



UNDER TWO HOURS FROM TOWN.

HAMPSHIRE,

About three miles from a good market town.

HUNTING. FISHING. GOLF.

TO BE SOLD, an attractive FREEHOLD RESIDENTIAL, AGRICULTURAL AND SPORTING ESTATE, together with a CHARMING OLD FASHIONED RESIDENCE, occupying a delightful position about 300ft. above sea level in a WELL-TIMBERED PARK of about 50 ACRES. It is approached by an avenue carriage drive, and contains, briefly,

entrance hall, three reception rooms, billiard room, eight bed and dressing rooms, bathroom, and good domestic offices.

WELL-TIMBERED PLEASURE GROUNDS, including tennis lawn, flower borders, terraced walks, etc., large walled kitchen garden, glasshouses, etc. STABLING for four horses, garage, harness room, etc.; excellent range of farmbuildings, including accommodation for 90 cows, etc. The remainder of the Estate consists of THREE MEDIUM-SIZED FARMS, SMALL HOLDINGS, and about 20 COTTAGES; the whole covering an area of about

675 ACRES,

or the Residence would be Sold with a smaller area.

Agents, Messrs. OSBORN & MERCER. (13,497.)

WILTS AND DORSET BORDERS (in an excellent hunting district, and near to a good town).—

TO BE SOLD,

A PICTURESQUE STONE-BUILT RESIDENCE, occupying a choice position on a southern slope, about 350ft. above sea, commanding extensive views, and contains four reception, fourteen bed and dressing rooms, three bathrooms, etc. ELECTRIC LIGHT. EXCELLENT STABLING.

The pleasure grounds include tennis and croquet lawns, terrace walks, ornamental pond, and walled kitchen garden, glasshouses.

The remainder of the Property comprises HOME FARM with superior house, complete range of buildings, bailiff's house, cottage, well-timbered parklands, etc.; in all about

200 ACRES.

Further particulars on application.—Messrs. OSBORN and MERCER. (13,464.)

WITHIN EASY REACH OF NEWMARKET.

SUFFOLK (close to a picturesque old village).—TO BE SOLD,

A COMFORTABLE RESIDENCE, of four reception, billiard, nineteen bedrooms, three bathrooms, etc. ELECTRIC LIGHT, CENTRAL HEATING, MODERN DRAINAGE.

The stabling includes ten loose boxes, four stalls, garage for four cars, three coach-houses, etc.

Very attractive pleasure grounds and gardens, two walled kitchen gardens, heavily timbered parkland, picturesque lake and woodland; in all about

26 ACRES.

Agents, Messrs. OSBORN & MERCER. (13,463.)

SOMERSET (close to village, church and post and telegraph offices, and within easy distance of a good town).—

TO BE SOLD,

AN ATTRACTIVE RESIDENCE, containing four reception, eleven bedrooms, etc., approached by two carriage drives, one having lodge; electric light and gas, telephone, good water supply; excellent stabling and garage; well-timbered grounds and gardens; rich meadows and woodlands; extending in all to about

33 ACRES.

Agents, Messrs. OSBORN & MERCER. (13,467.)

SUSSEX (in a favourite residential neighbourhood).—TO BE SOLD,

A CHARMING PROPERTY,

extending to an area of about 170 ACRES, including a GOOD HOUSE, thoroughly up to date, including ELECTRIC LIGHT and HEATING by radiators. The Residence contains four reception, seventeen bed and dressing rooms, etc., stands on GRAVEL SOIL, and commands delightful views extending over the Solent; grounds and gardens, park; farmbuildings, cottages, etc.

Agents, Messrs. OSBORN & MERCER. (13,193.)

YORKSHIRE (in the CENTRE OF THE BEDALE HUNT, and about a mile from a station).—

TO BE SOLD,

AN ATTRACTIVE OLD STONE-BUILT DOWER HOUSE, containing lounge hall, three reception, fourteen bed and dressing rooms, two bathrooms, etc.; and standing on GRAVEL SOIL, with south aspect, commanding extensive views; telephone installed.

Delightful gardens and grounds, including tennis lawn, old-fashioned rose garden, walled fruit and kitchen gardens, conservatory, etc; superior stabling, good farmery, five cottages; FINELY TIMBERED PARK, etc.; in all about

83 ACRES.

For further particulars, apply to Messrs. OSBORN and MERCER. (13,447)

MIDLAND COUNTIES.

Within easy distance of good market town and main line station.

TO BE SOLD, WITH EARLY POSSESSION, AN OLD-FASHIONED STONE-BUILT RESIDENCE, containing entrance hall, three reception, six bedrooms, three attics, and bathroom, etc.; together with about

500 ACRES

of land (mostly grass) lying compactly together in a ring fence, and suitable for stock-raising, a considerable area being well adapted for fruit growing. There is a capital homestead, and, in addition, there are two other farmhouses with ample buildings attached.

Plans, views and further particulars of the Agents, OSBORN & MERCER. Personally inspected. (13,484.)

SURREY AND HANTS BORDERS (in a very delightful district, and within easy reach of GOLF LINKS, and close to village with church, post and telegraph offices; telephone installed).—

TO BE SOLD,

A COMFORTABLE HOUSE,

containing three reception, fifteen bed and dressing rooms, three bathrooms, etc., standing about 250ft. above sea, and commanding extensive and beautiful views.

Tastefully disposed grounds and gardens and parklands; ample stabling and garage; gardener's cottage.

The remainder of the Property includes a substantial farmhouse with buildings and two cottages; the whole covering about

200 ACRES.

Agents, Messrs. OSBORN & MERCER. (13,465.)

SUSSEX (in a very beautiful part of the county, three miles from a station, and within an easy drive of the sea).—

TO BE SOLD,

A VERY COMFORTABLE AND ATTRACTIVE RESIDENCE,

beautifully fitted throughout, and containing splendid lounge hall, billiard, five reception, sixteen bed and dressing rooms, three bathrooms, up-to-date domestic offices. ELECTRIC LIGHT, CENTRAL HEATING, TELEPHONE.

It is seated in delightful grounds and gardens, surrounded by a well-timbered park, and is approached by a long carriage drive with entrance lodge; superior stabling, kitchen garden, and glasshouses, two farmhouses and buildings, eighteen cottages, etc.; in all about

530 ACRES.

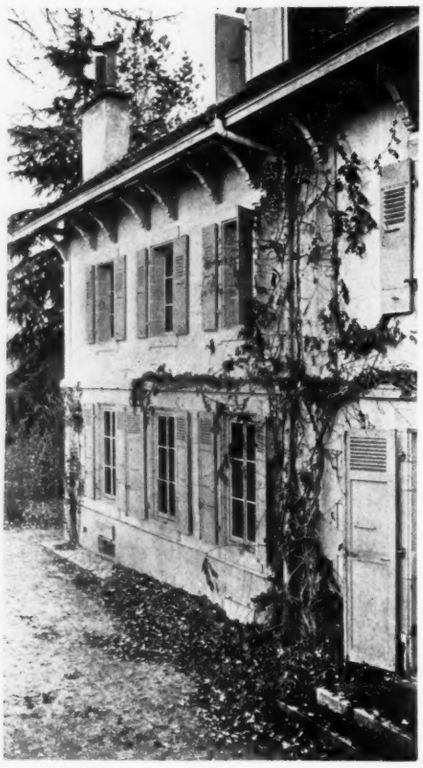
About 1,500 ACRES of shooting adjoining could probably be hired.

For further particulars, apply to Messrs. OSBORN and MERCER. (13,428.)

HAMPTON & SONS

(For continuation of advertisements see page vi.)

SWITZERLAND, LAUSANNE



TO BE SOLD.

THIS CHARMING AND INTERESTING OLD RESIDENCE,

Completely restored and modernised.

WELL ARRANGED, AND CONTAINING
THREE RECEPTION ROOMS,
NINE BED AND DRESSING ROOMS,
BATHROOM, KITCHEN, ETC.,

WITH
USUAL DOMESTIC OFFICES. MEN'S QUARTERS.

EXCELLENT WATER SUPPLIES.
HEATED THROUGHOUT.

VERY ATTRACTIVE GROUNDS

of some

SIX TO SEVEN ACRES,

well laid out and stocked with numerous fruit and other trees.





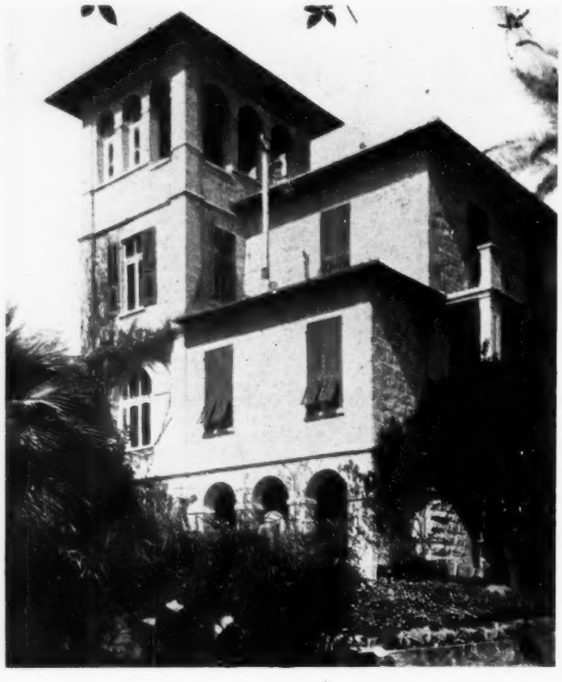


FARMBUILDINGS. STABLING. USEFUL OUTHOUSES, ETC.

Full details, photos and order to view may be obtained from the Agents, Messrs. HAMPTON and SONS, 3, Cockspur Street, London, S.W. 1.

BORDIGHERA

CLOSE TO THE OLD TOWN. FACING THE SEA, WITH SOUTH ASPECT.





CORNER OF GROUNDS.

FOR SALE, WITH OR WITHOUT THE APPROPRIATE FURNITURE.

SPACIOUS DINING AND DRAWING ROOMS, LOGGIA, SMOKING ROOM IN TOWER, SIX BEST BEDROOMS (some having balconies), THREE OR MORE SECONDARY ROOMS, TWO BATHROOMS.
EXCELLENT WATER SUPPLY. ELECTRIC LIGHT. CENTRAL HEATING. COTTAGE. ROOM FOR GARAGE.

VERY ATTRACTIVE GROUNDS, EXTENDING TO OVER AN ACRE.

Further details and photos of HAMPTON & SONS, 3, Cockspur Street, London, S.W. 1.

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AUCTIONEERS, ESTATE AGENTS AND SURVEYORS, 11a, REGENT STREET, S.W. 1.

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NEAR DORKING

HIGH UP AND SURROUNDED BY THE BEAUTIFUL HOLMWOOD COMMON WITH MAGNIFICENT VIEWS.



TO BE SOLD, this attractive FREEHOLD RESIDENCE, most EXPENSIVELY FITTED with ELECTRIC LIGHT, COMPANY'S WATER, MAIN DRAINAGE, etc., and every labour-saving device. Contains two halls, four reception rooms, eleven bed and dressing rooms, and two bathrooms. TWO COTTAGES, stabling, garage.

Beautifully disposed grounds adorned by fine specimen trees, tennis lawn, kitchen and fruit gardens, etc.; in all FOUR-AND-A-HALF ACRES.

PRICE, FREEHOLD, £6,500.

Highly recommended by the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W.

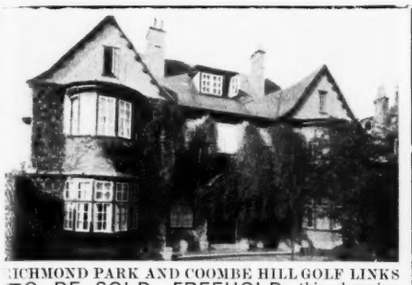
SURREY.

CLOSE TO FAMOUS DOWNS AND GOLF LINKS. 35 MINUTES' RAIL FROM TOWN.



ABOVE PERFECTLY APPOINTED RESIDENCE with oak panelling, flooring and beams. The accommodation includes fine billiard room, four large reception rooms, fifteen bed and dressing rooms, THREE FITTED BATHROOMS, and capital domestic offices. ELECTRIC LIGHT, CO.'S GAS AND WATER, MAIN DRAINAGE; heated garage, with four rooms and bathroom attached. Lovely old pleasure gardens, inexpensive to maintain, with sunk rose garden, ornamental lawns, yew hedges, glasshouses, etc. For SALE, FREEHOLD.

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RICHMOND PARK AND COOMBE HILL GOLF LINKS

TO BE SOLD, FREEHOLD, this charming RESIDENCE, replete with every modern convenience (£6,000 having been spent on it recently). It contains lounge hall, three reception rooms, ten bed and dressing rooms, two bathrooms, etc. ELECTRIC LIGHT AND TELEPHONE. The grounds are small and nicely laid out; they include hard tennis court, lawns, kitchen garden, etc.; very fine garage with room for six cars, well-fitted workshop, etc. A singularly unique Residence within 20 minutes' motor ride of Town, ready to walk into. Agents, Messrs GIDDY & GIDDY, 11A, Regent St., S.W. 1.

ON THE DORSET COAST NEAR SWANAGE



"NEWTON MANOR"

TO BE SOLD.

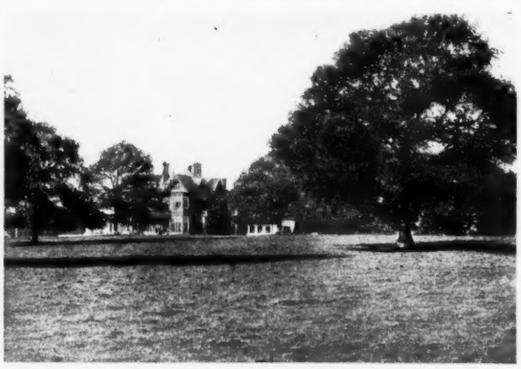
THIS GENUINE OLD JACOBEAN RESIDENCE (formerly belonging to King Charles I.), recently renovated, without spoiling its original characteristics. Full of old oak panelling, all oak doors, open fireplaces, very fine oak Jacobean staircase, etc. Contains large hall, large double drawing room with massive richly carved overmantel, MAGNIFICENT DINING HALL WITH RAFTERED CEILING, morning room, study, smoking room, about eight bedrooms, well-fitted bathroom, servants' hall, and offices. Studio in grounds. MAIN DRAINAGE, PRIVATE WATER SUPPLY. ELECTRIC LIGHT AVAILABLE; STABLING, GARAGE, LODGE.

Very pretty and picturesque old grounds with lawns, kitchen garden, etc., and fine old trees.

Full particulars of the Sole Agents, Messrs. GIDDY & GIDDY, 11A. Regent Street, S.W. 1, who have inspected.

KENT

40 MILES FROM LONDON. ONE MILE FROM MAIN LINE STATION.



AN IMPORTANT FREEHOLD RESIDENTIAL, AGRICULTURAL AND SPORTING ESTATE OF

NEARLY 800 ACRES,

with this fine modern Mansion, standing on an eminence commanding extensive views. It is approached by three drives through the park with lodges at entrance; panelled lounge hall, and fine suite of reception rooms, billiard room, 20 principal bed and dressing rooms, six bathrooms. ELECTRIC LIGHT, GAS, CENTRAL HEATING, TELEPHONE, CO.'S WATER; stabling, cottages, home and other farms, with houses and buildings. Dower House and beautifully timbered park, in which is a FINE SHEET OF WATER WITH ISLANDS AND BOAT-HOUSE. Excellent shooting and coarse fishing.—Price and full particulars of Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1.



TO BE LET. IMMEDIATE POSSESSION.

"AMBERLEY COTTAGE," MAIDENHEAD (in a BEAUTIFUL POSITION overlooking the river and Cliveden Woods).—One of the most picturesque HOUSES in the district in pretty secluded grounds, tennis and other lawns, etc. Lounge hall with fireplace, two reception rooms, bath, and ten bed and dressing rooms, good offices; stabling, garage with wing rooms. Rent £180 a year.—Recommended by the Agents, Messrs. GIDDY & GIDDY, Maidenhead.

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LAND AGENTS, SURVEYORS, AND VALUERS, OLD RECTORY CHAMBERS, 2, NORTHBROOK STREET, NEWBURY.

BETWEEN

NEWBURY AND DEVIZES.

TO BE SOLD, WITH POSSESSION,

AGRICULTURAL ESTATE

of nearly

1,800 ACRES,

PRACTICALLY ALL GRASS.

WATER SUPPLY in every enclosure. Carrying over 1,000 head of cattle.

GENUINE ELIZABETHAN MANOR HOUSE with sixteen bedrooms, two bathrooms, billiard room, suite of reception rooms.

Electric lighting. Central heating. Perfect repair.

Also DOWER HOUSE and AGENT'S HOUSE.

21 cottages and extensive buildings.

Splendid agricultural proposition with sporting attractions, and close to good fishing.

Sole Agents, THAKE & PAGINTON, Newbury.

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AUCTIONEERS AND LAND AGENTS, 88, HIGH STREET, TUNBRIDGE WELLS.

TONBRIDGE, EAST GRINSTEAD, WARLINGHAM AND 30, BUSH LANE, E.C. Telephone: City 4180

TUNBRIDGE AND EASTBOURNE (between).

£2,000.—Picturesque old-fashioned COTTAGE RESIDENCE; four bed and dressing, bath, and two reception rooms; farmery, garden and meadowland.

NINE ACRES.

CAPITAL FARM, 80 ACRES.

KENT (40 miles London).—Freehold FARM, 80 ACRES, including TWELVE ACRES OF FRUIT; comfortable modern House; Co.'s water; excellent buildings.

FREEHOLD, £3,500.

KENT HILLS, 20 MILES LONDON.

VALUABLE RESIDENTIAL ESTATE, 360 ACRES.—Handsome MODERN MANSION; beautiful parklands; lodge entrance farmery, cottages.

FREEHOLD, £25,000. A BARGAIN.

Photos of DENYER & RUMBALL.

RESIDENCES FOR IMMEDIATE OCCUPATION.

£2,300.—Picturesque old-fashioned COTTAGE RESIDENCE in Surrey; six bed, bath and two reception rooms; Co.'s water, gas available; pretty gardens

ONE ACRE. One mile station.

£4,000 (between London and Brighton).—Modern COUNTRY HOUSE; eight bed, bath, three reception rooms, conservatory; garage.

GROUNDS OF ONE ACRE.

£5,000 (Surrey Hills, seventeen miles London).—Attractive Modern RESIDENCE in grounds of TWO ACRES.

ELECTRIC LIGHT, GAS AND WATER.

Garage.

£6,000.—Attractive small RESIDENTIAL ESTATE, 40 ACRES, with excellent modern Residence; farmery; close pretty Kentish village; 25 miles London.

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GLOUCESTERSHIRE

CLOSE TO POLO GROUND AND RACECOURSE.

TO BE SOLD.

VALUABLE

RESIDENTIAL PROPERTY

of about

SIXTEEN-AND-A-HALF ACRES,

including an exceptionally well-built House on high ground, commanding grand views

of the

COTSWOLD, MALVERN AND WELSH HILLS.

CENTRAL HALL,

FOUR RECEPTION ROOMS,

TEN BED AND DRESSING ROOMS AND BATHROOM.



COMPANY'S WATER AND GAS.

Stabling for five with rooms over.

Small farmery.

INEXPENSIVE PLEASURE GROUNDS with many pleasing features.

Kitchen garden and orchard.

GOOD HUNTING CENTRE.

Main line station one mile distant.

Full particulars of Sole London Agents, Messrs. MABBETT & EDGE, 127, Mount Street, Grosvenor Square, W. 1. (13,538.)

LINCOLNSHIRE

ONE-AND-A-HALF MILES FROM A STATION.

SIX MILES FROM THE COUNTY TOWN

TO BE SOLD,

a valuable

FREEHOLD RESIDENTIAL PROPERTY,

extending to about

35 ACRES,

and comprising an attractive old gabled RESIDENCE,

containing

THREE RECEPTION ROOMS, BILLIARD ROOM, TEN BEST BEDROOMS, AND BATHROOM, EXCELLENT DOMESTIC OFFICES.

LIGHTING BY ACETYLENE GAS. CENTRAL HEATING.

STABLING FOR FOURTEEN. GARAGE.



TWO COTTAGES.

Fully matured but inexpensive

GROUNDS,

with

DELIGHTFUL BEECH AVENUE WALK.

Walled kitchen garden, and range of glasshouses.

THE PROPERTY

is situate in the centre of the Blankney Hunt, and is within easy reach of the Belvoir.

PRICE, FREEHOLD, £7,000.

Timber and tenant's fixtures to be taken by valuation.

THE RESIDENCE MIGHT BE LET, UNFURNISHED.

Adjoining shooting, extending to about 1,900 ACRES,

could probably be rented. (13,520.)

BANKS OF THE THAMES, MAIDENHEAD

FOR SALE, FREEHOLD,

an exceedingly choice

RIVERSIDE RESIDENTIAL PROPERTY

of about

ELEVEN-AND-A-QUARTER ACRES,

with beautifully timbered lawns, having a river frontage of over 100yds.

THE RESIDENCE

is particularly well built, of very attractive elevation, with verandah on the ground level and balcony above.

It stands well above the river, is perfectly dry, exceptionally well appointed and contains

VESTIBULE, LARGE AND LOFTY LOUNGE HALL,

THREE RECEPTION ROOMS,

TEN PRINCIPAL BED AND DRESSING ROOMS,

FOUR SERVANTS' BEDROOMS,

FOUR BATHROOMS, SERVANTS' HALL,



BUTLER'S SITTING ROOM, and COMPLETE GROUND FLOOR OFFICES,

UNDERGROUND CELLARAGE.

CENTRAL HEATING.

COMPANY'S ELECTRIC LIGHT, GAS AND WATER.

MAIN DRAINAGE.

Beautiful lawns, finely timbered, with boathouse and landing stage, grass and hard tennis courts, herbaceous walk, rose garden, etc. Excellent glasshouses in good order; stabling for four, two garages, a pair of modern cottages, chauffeur's rooms, model cowhouse; large and productive kitchen garden, and two rich and well-timbered paddocks, the latter about six acres.

The Residence is in first-class order throughout, and the Property generally has been unusually well maintained.

Full particulars of the Sole London Agents, Messrs. MABBETT & EDGE, 127, Mount Street, Grosvenor Square, London, W. 1. (13,52[illegible])

HERTS AND BEDS BORDERS

WITHIN EASY REACH OF A MAIN LINE JUNCTION, 45 MINUTES RAIL FROM TOWN.

TO BE SOLD, at a low figure owing to exceptional circumstances, FREEHOLD PROPERTY of about 180 ACRES, on the perfection of which about £4,000 has just been spent. It comprises a medium sized Residence 400FT. ABOVE SEA LEVEL, in a well-timbered park. Up-to-date appointments and electric light throughout. Central heating and an independent hot water system installed. Water by gravitation.

DELIGHTFUL WOODED GROUNDS INEXPENSIVE OF MAINTENANCE. GOOD STABLING. GARAGE. LODGES AND COTTAGES.

Full particulars of Messrs. MABBETT & EDGE, 127, Mount Street, Grosvenor Square, London, W. 1. (13,126.)

BERKS. BETWEEN WINDSOR AND HENLEY

£6,000 WILL PURCHASE AN ATTRACTIVE RESIDENTIAL PROPERTY comprising about 24 ACRES and including an old-fashioned Residence on gravel soil, facing south. Three reception rooms, eleven bed and dressing rooms, two bathrooms; matured grounds of two acres, and tennis lawn; kitchen garden; stabling for four, and garage.

ACETYLENE GAS, COMPANY'S WATER AND TELEPHONE ARE INSTALLED. MODERN SANITARY ARRANGEMENTS.

The House and Buildings are in excellent repair. Cottage and farmery.

HUNTING WITH TWO PACKS. 18-HOLE GOLF COURSE AND MAIN LINE STATION ON THE G.W.R. TWO-AND-A-HALF MILES DISTANT.

Full particulars of Messrs. MABBETT & EDGE, 127, Mount Street, Grosvenor Square, London, W. 1. (13,594.)

Telephone: 140 Mayfair.

CURTIS & HENSON
LONDON.

Telegrams: "Submit, London."

ONE OF THE MOST BEAUTIFUL HOMES IN THE SOUTHERN COUNTIES

ABOUT ONE HOUR'S RAIL FROM LONDON. IN THE ASHDOWN FOREST DISTRICT.

ON THE SURREY AND SUSSEX BORDERS:

A UNIQUE RESIDENTIAL ESTATE
OF
228 ACRES
MAGNIFICENTLY TIMBERED.

SUPERB SITUATION. ROCKSAND SOIL.

THE RESIDENCE,

which is a perfect Tudor replica, is built of stone, stands 400ft. above sea level, is approached by two long drives with lodge at each entrance, and is

SURROUNDED BY A GRANDLY TIMBERED PARK.





The accommodation includes
BEAUTIFUL SUITE OF FIVE RECEPTION ROOMS,
OAK PANELLING AND FLOORS,
SEVENTEEN OR MORE BEDROOMS,
FOUR BATHROOMS.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.
GARAGE. STABLING.

MOST BEAUTIFUL GARDENS, yew hedges, levelled lawn for six tennis courts, rock garden with running water, kitchen garden, and orchard. Two farms, six cottages, Bailiff's house.

HUNTING. GOLF.

FOR SALE WITH POSSESSION.
EVERYTHING IN PERFECT ORDER.

RECOMMENDED AS BEING ONE OF THE MOST DESIRABLE SMALL COUNTRY ESTATES IN THE MARKET.

Plan, views and further particulars of the Sole Agents, CURTIS & HENSON, 5, Mount Street. W. 1.

Seven miles from the Main Line and Market Town, only 70 minutes from London.

OXON
IN THE CREAM OF THE HUNTING.



Two miles from a station.

RESIDENTIAL ESTATE OF 260 ACRES

comprising

EXCELLENT HOUSE, WELL BUILT, standing
500FT. ABOVE SEA LEVEL
and containing

Large lounge hall, panelled drawing rooms, four other rooms, sixteen bedrooms, three bathrooms.

ELECTRIC LIGHT. CENTRAL HEATING. MODERN DRAINAGE
Well-timbered gardens and grounds, lawns, orchard, etc.

FIRST-CLASS STABLING FOR TWENTY.
Two farms, six cottages, fine fatting pastureland.

HUNTING WITH THE WARWICKSHIRE, HEYTHROP AND BICESTER.

CURTIS & HENSON.

NORTHANTS
IN A CAPITAL HUNTING AND SOCIAL DISTRICT.

FINE OLD STONE-BUILT RESIDENCE, occupying a picked position 350FT. ABOVE SEA LEVEL; carriage drive; three large reception, billiard room, fourteen bedrooms, three bathrooms, etc.; acetylene gas, unlimited water supply, modern drainage; stabling for 25, men's rooms, cottage; well-timbered pleasure grounds, lawns, walled-in kitchen garden, grassland, etc.; in all about

33 ACRES.

PRICE £8,500, INCLUDING TIMBER.
Extra land adjoining can be purchased.
CURTIS & HENSON, 5, Mount Street, W 1.

LEICESTER & NORTHANTS

One mile station (main line); two hours' rail.
FINEST HUNTING IN THE KINGDOM.

FREEHOLD RESIDENTIAL PROPERTY.—Very fine modern Residence; four reception, billiard room, winter garden, 20 bedrooms, four bathrooms, etc.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.

Co.'s water, modern drainage; modern stabling, garage, cottage, lodge; tennis and croquet lawns, fruit and vegetable garden.

WELL-TIMBERED PARKLAND; in all about

SIXTEEN ACRES.

Photos CURTIS & HENSON, 5, Mount Street, W. 1.

PRELIMINARY ANNOUNCEMENT.

By direction of A. Thomas Loyd, Esq.

OVERSTONE PARK,
NORTHAMPTON.

THE PROPERTY OF THE LATE THE RIGHT HONBLE. LADY WANTAGE.

The collection of
FINE FRENCH AND ENGLISH FURNITURE AND WORKS OF ART,

including several writing tables, commodes and chests,

A PAIR OF OLD GEORGIAN MAHOGANY SIDEBOARDS AND WINECOOLERS,

UNIQUE ITALIAN MARQUETERIE SECRETAIRE CABINET,

MAHOGANY AND MARQUETERIE AND OTHER BEDROOM SUITES,

FULL-SIZED BILLIARD TABLE by Burroughes and Watts, decorative Oriental and Continental porcelain, choice alabaster, porphry and basalte vases, marble statuary, French clocks, old Italian and other oil paintings, etc., etc. Messrs.

CURTIS & HENSON

will offer the above by AUCTION on the Premises during January.

Illustrated catalogues in course of preparation, price 2/6 each, of the Auctioneers, 5, Mount Street, London, W. 1.

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Within easy access of three stations and seven miles from a market town. One hour's rail from Town.

UNIQUE RESIDENTIAL PROPERTY
of
80 ACRES.

DELIGHTFUL OLD-WORLD RESIDENCE,

part dating to the year 1600, partly stone built with stone roof; containing panelled lounge hall, four beautiful reception (two panelled), eighteen bedrooms and seven bathrooms.

ELECTRIC LIGHT. MODERN DRAINAGE.
CENTRAL HEATING. ABUNDANT WATER SUPPLY.

Three garages, stabling, five cottages.
CHARMING GARDENS with delightful old-world features, and some fine trees, lawns, and kitchen garden (two men sufficient). Home farm and picturesque mill.
Photos and plan, CURTIS & HENSON.

CARMARTHEN COAST

(wonderfully beautiful scenery; five-mile stretch of sands).—A remarkably attractive COUNTRY COTTAGE enjoying grand views; three sitting, four bedrooms, bathroom; heating, etc.; pretty garden. £2,000. Furniture can be purchased.—Sole Agents. CURTIS & HENSON, 5, Mount Street, W. 1.

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Estate and Land Agents, Surveyors and Auctioneers.
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And at
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ON THE BANKS OF THE RIVER WYE



400ft. above sea level with magnificent views of the

WYE VALLEY AND THE BRECONSHIRE MOUNTAINS.

"MAESLLWCH CASTLE," GLASBURY

Surrounded by a well-timbered park and approached by three carriage drives.

TO BE LET, FURNISHED, for a term of years, together with UNIQUE SPORTING RIGHTS, which include three miles of excellent salmon fishing, a grouse moor, low ground partridge shooting, excellent pheasant coverts, and a snipe bog.

Two packs of hounds and three golf courses in the neighbourhood.

The accommodation of the Castle comprises seven reception rooms, excellent offices, fifteen principal bed and dressing rooms, three bathrooms, and twelve servants' rooms.

TELEPHONE. CENTRAL HEATING. ACETYLENE GAS.

Excellent stables and garage accommodation. Charming pleasure grounds.

TOTAL AREA OF SHOOTING,

11,000 ACRES.

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HUNTING. YACHTING. SHOOTING. FISHING. GOLF.

NORFOLK, CLOSE TO SANDRINGHAM



GOLF LINKS AT BRANCASTER AND HUNSTANTON.

A mile from the sea and a station. THREE HOURS FROM LONDON.

A SPLENDID FREEHOLD RESIDENTIAL, AGRICULTURAL AND SPORTING ESTATE, extending to about

1,750 ACRES,

comprising a superbly equipped GEORGIAN MANSION, in a well-wooded park with lake, and containing oak-panelled inner hall, a fine suite of seven reception rooms, six with Adam mantelpieces, first-class domestic offices, about 30 bedrooms, five bathrooms, etc.

ELECTRIC LIGHT, CENTRAL HEATING, TELEPHONE, COMPANY'S WATER

Excellent stabling, garages, groom's and chauffeur's quarters.

EXCEPTIONALLY FINE OLD-WORLD GARDENS, three large farms, several small holdings, two medium-sized houses, and about 30 cottages. Intersected by river affording trout fishing. The shooting is good, there being fine sporting coverts, well placed, whilst wildfowl inhabit lake and river. RENT ROLL OVER £3,000 PER ANNUM. The whole ESTATE is in most perfect order, and is confidently recommended by the Sole Agents, Mr. H. L. BRADFER-LAWRENCE, Estate Office, 12, King Street, King's Lynn; and Messrs. GEORGE TROLLOPE & SONS, 25, Mount Street Grosvenor Square, London, W. 1. (5822.)

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CLOSE TO LULWORTH COVE WITH ITS YACHT ANCHORAGE.



"LULWORTH CASTLE"

TO BE LET, UNFURNISHED, ON LEASE, with shooting over 4,197 ACRES. Built by Inigo Jones, the Castle is an imposing structure, standing in a beautiful park, and has all modern conveniences, including

ELECTRIC LIGHT, CENTRAL HEATING, AND GOOD DRAINAGE.

Handsome suite of reception rooms, excellent domestic offices, 26 bedrooms, two bathrooms; stabling, garage, home farm (if required).

BEAUTIFUL PLEASURE GROUNDS.

670 ACRES OF COVERT. KEEPERS' COTTAGES, ETC.

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Telegrams: "Wood Agents (Audley) London."

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Telephone: Gerrard 3003 " 3004



BROADWAY, WORCESTER AND GLOS

BORDERS.

IN THIS FAVOURITE AND HEALTHY DISTRICT.

A GENUINE OLD-FASHIONED AND MODERNISED COTSWOLD RESIDENCE, standing in grounds of about ONE ACRE, and containing

LOUNGE HALL, BANQUETING HALL, TWO RECEPTION, TEN BED AND TWO BATHROOMS, GOOD OFFICES.

ELECTRIC LIGHT. CENTRAL HEATING. COMPANY'S WATER.

Together with an

EXCELLENT MIXED FARM OF ABOUT 260 ACRES

suitable for pedigree stock and horse raising (of which 80 acres are excellent arable suitable for market gardening); the remainder, all grass, is good quality feeding land, and the whole in a high state of cultivation, and surrounded by good roads.

FARMHOUSE

(three sitting, five bed, bath, etc.), and first-rate buildings and two cottages.

Further particulars of Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (v 71,183.)

JUST IN THE MARKET. About seven miles north of Southampton.

BETWEEN

WINCHESTER & SOUTHAMPTON WATER

A VERY COMFORTABLE AND WELL-BUILT MODERN RESIDENCE, erected about 30 years ago by the present owner, approached by two long carriage drives, one with lodge entrance; standing high in well-timbered parklands, with distant views over the Solent and Isle of Wight. Accommodation:

Outer and inner halls, lounge hall, four reception and billiard room, cloakroom and lavatory, twelve bed and dressing rooms, bathroom, etc., exceptionally good offices.

ELECTRIC LIGHT, SANDY LOAM SOIL, EXCELLENT WATER AND DRAINAGE.

HUNTING. SHOOTING. GOLF. STABLING.

Two garages and men's rooms.

THE GROUNDS are very pleasant, inexpensive to maintain, and comprise tennis and croquet lawns, kitchen garden, glasshouses, vinery, orchard, and delightful woodland walks.

THE PROPERTY COMPRISES ABOUT 400 ACRES, and includes TWO FARMS, one with excellent FARMHOUSE and BUILDINGS.

An offer to purchase the House, grounds, stables, with 25 acres upwards would be considered, or might be LET, UNFURNISHED, ON LEASE.





DAILY REACH OF TOWN

NINETEEN MILES BY FREQUENT SERVICE OF ELECTRIC TRAINS.

THIS PICTURESQUE CREEPER-CLAD RESIDENCE, occupying a secluded position; standing in about EIGHT ACRES, approached by drive, and containing eight bedrooms, three bathrooms, lounge hall, and three reception rooms, servants' hall, and capital offices, including dairy; garage and stabling and ample outbuildings, gardener's house and cottage; electric light throughout, telephone. Beautiful grounds with lake, capital kitchen garden and paddock, etc. FOR SALE AT A REASONABLE PRICE.—Inspected and strongly recommended by Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (10,598.)



HAMPSHIRE

EASY REACH OF NEWBURY.

BEAUTIFULLY POSITIONED RESIDENCE, standing about 400ft. up, and containing eleven bed and dressing, three bathrooms, lounge hall, three reception; stabling, three cottages, garage; gravel soil; glorious views to the south over most interesting and pretty country. Charming gardens and grounds, inexpensive to maintain, tennis lawn, and well-stocked kitchen garden; in all

ABOUT 40 ACRES.

FOR SALE PRIVATELY, OR BY AUCTION LATER ON.

Price, plan, photos and further particulars of Sole Agents, Messrs. JOHN D. WOOD and Co., 6, Mount Street, W. 1. (60,221.)



BRACKLEY AND BICESTER

15 GUINEAS A WEEK

IN THIS FAVOURITE HUNTING CENTRE, 70 MINUTES FROM LONDON.

AN IMPORTANT FAMILY MANSION,

situated in a large park with lake and old grounds, containing

SEVEN RECEPTION ROOMS, 20 BEDROOMS, BATHROOM, AND GOOD STABLING,

TO LET, FURNISHED, TILL END OF SEASON,

with little rabbit and mixed shooting. Staff of servants could be left.

Apply to the Agents, Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W.1. (50,669.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

UNDER 20 MILES FROM TOWN

FOR SALE BY PRIVATE TREATY AT A LOW PRICE.



A FREEHOLD RESIDENTIAL ESTATE OF ABOUT

50 ACRES

SITUATE ON THE BANKS OF THE THAMES, WITH RIVER FRONTAGE.

THE CLASSICAL MANSION contains SEVEN RECEPTION ROOMS, BILLIARD ROOM, CONSERVATORY WITH MARBLE FLOORING AND 23 BED AND DRESSING ROOMS, BATHROOM AND OFFICES.

WATER AND GAS LAID ON. STABLING FOR EIGHT. COACH-HOUSE. MEN'S ROOMS OVER.

THE PLEASURE GROUNDS

are well laid out, and are studded with fine specimens of forest trees and conifers. Timbered park with woodland walks, numerous glasshouses, two cottages, small farmery.

The Property includes AN ISLAND ABOUT A QUARTER-OF-A-MILE LONG, and is suitable for cinematograph producing, hotel, or as a speculation.

AGENTS, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1. (7594.)

IN A BEAUTIFUL PART OF SURREY

BETWEEN GUILDFORD AND HASLEMERE.

THE BUSBRIDGE HALL ESTATE

extending to about

1,252 ACRES

and comprising

A HANDSOME MODERN MANSION,

built in 1906, 400ft. above sea level; seated in a timbered Park of about 230 ACRES, with views towards Hindhead.

CENTRAL HALL,
SIX RECEPTION ROOMS,
21 BED AND DRESSING ROOMS,
FOUR BATHROOMS,
COMPLETE OFFICES.

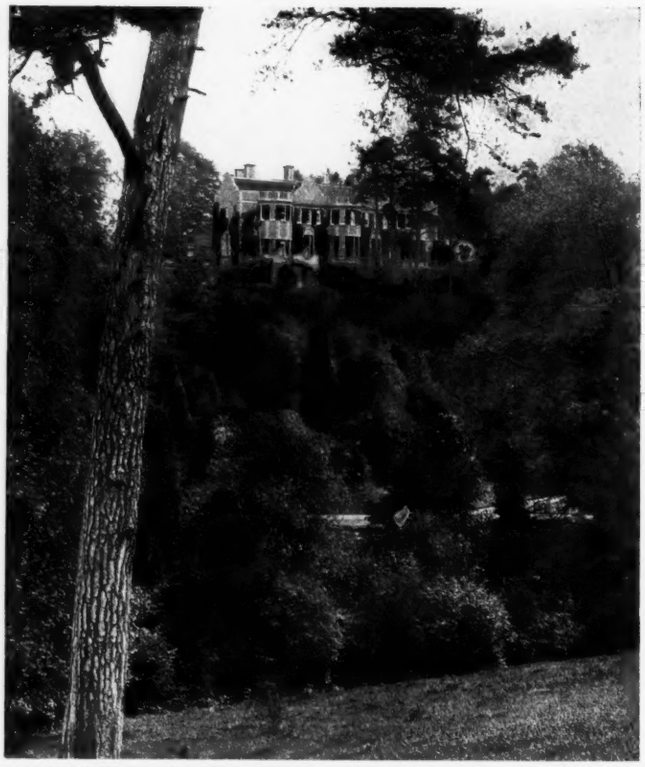
Stabling. Garage. Offices and men's rooms.

ABUNDANT WATER SUPPLY.
CENTRAL HEATING.
EXCELLENT DRAINAGE.
ELECTRIC LIGHT.

The picturesque

PLEASURE GROUNDS

include tennis and croquet lawns, terraced gardens, and a chain of three lakes.



GOLF LINKS NEAR.

FISHING. HUNTING. SHOOTING.

SEVERAL CONVENIENT SIZED FARMS,

if required, with excellent Houses and Steadings.

Also

SEVERAL ENCLOSURES OF ARABLE AND PASTURELAND,

SMALL HOLDINGS,
AND COTTAGES.

FOR SALE BY PRIVATE TREATY:

Agents, Messrs. DEBENHAM BROS., Godalming; and Messrs. KNIGHT, FRANK and RUTLEY, 20, Hanover Square, W. 1.

KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford. Kent.

Telephones:
3066 Mayfair (4 lines)
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xv. and xxiv. to xxvii.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

BY DIRECTION OF THE RIGHT HONOURABLE LORD EGERTON OF TATTON.

VILLA EGERTON. ROQUEBRUNE



NEARLY MID-WAY BETWEEN
MONTE CARLO
AND
CAP MARTIN.

MODERATE SIZE
VILLA
of solid stone construction, occupying
CHOICE POSITION
with extensive view across small bay towards
MONTE CARLO, MONT AGEL,
and
TÊTE DE CHEIN.



TO BE SOLD, FREEHOLD,
TOGETHER WITH THE VALUABLE CONTENTS.

VESTIBULE,
SALOON WITH MARBLE COLUMNS,
BOUDOIR,

LOGGIA WITH WHITE MARBLE FLOOR AND STEPS TO GARDEN,
DINING ROOM,
PANTRY WITH SERVICE LIFT,

SMOKING ROOM,
SMALL STUDY,
and
ANOTHER ROOM ADJACENT,

FOUR BEST BEDROOMS,
one opening to
WIDE TERRACE OVERLOOKING SEA,

TWO BATHROOMS, THREE MAIDS' BEDROOMS, AMPLE OFFICES, SERVANTS' HALL,
and
BUTLER'S BEDROOM.

ELECTRIC LIGHT
AND
TELEPHONE.

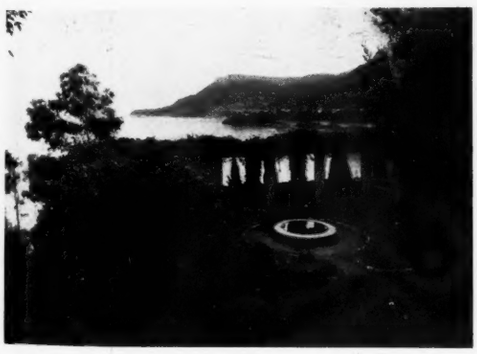


ABUNDANT WATER SUPPLY.
GOOD DRAINAGE.

GARAGE
FOR TWO OR THREE CARS
with
CHAUFFEUR'S ROOM
and
FOUR OTHER MENSERVANT'S ROOMS.
GARDENER'S COTTAGE.

THE
GROUNDS AND GARDENS
of about
TEN ACRES
slope from the road towards the sea, and are arranged in terraces, pergolas, winding walks.

About
ONE-THIRD OF THE GARDENS
are cultivated and laid out with
FLOWER BEDS AND LAWNS,
numerous fine specimens of PALMS and sub-tropical PLANTS, summerhouses, and GROTTOS.



The
REMAINDER IS IN A NATURAL CONDITION,
with
MIMOSAS, MARITIME PINES, EUCALYPTUS.

A
FOUR-CYLINDER RENAULT CAR
IS INCLUDED IN THE SALE.

IMMEDIATE POSSESSION.

PERSONALLY INSPECTED
and
RECOMMENDED.



Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

Telephone: 4706 Gerrard (Two lines).

TRESIDDER & CO.

Telegrams: "Cornishmen, London."

£6,000. FREEHOLD. BARGAIN.

HASLEMERE (4 miles; 1¼ miles station, just over hour London). — A very attractive well-built RESIDENCE, occupying an excellent position on brow of hill.

5 reception, bathroom, 12 bedrooms.

Telephone; good stabling and outbuildings, 3 cottages. Well-timbered MATURED GARDENS, including tennis and other lawns, kitchen garden, glasshouses, orchard, and grassland; in all 10 acres.

Details of TRESIDDER & Co.,37 Albemarle St.,W.1. (11,839.)

3 OR 74 ACRES.

HANTS (NEW FOREST; convenient for station, church, post, etc.; occupying a charming situation, facing south, approached by carriage drive).

A BEAUTIFUL OLD MANOR HOUSE.

4 reception, Bathroom,
Music room, 8 bedrooms.

Co.'s water. Gas. Excellent order throughout.

Stabling for 7, garage, cottage, farmbuildings, park-like grounds, well-stocked kitchen garden with glasshouses, together with excellent pasture and arable.

FOR SALE AS WHOLE, OR WITH 3 ACRES. WOULD BE LET, UNFURNISHED.

Details of TRESIDDER & Co.,37 Albemarle St.,W.1. (9645.)

HARROW - ON - THE - HILL (magnificent position, southern slope; extensive views).—For SALE, Freehold, a substantially built RESIDENCE, in excellent order throughout, approached by carriage drive.

Hall, Billiard room, 2 reception,
Loggia, 3 bathrooms, 14 bedrooms.

Central heating, electric light, gas, Co.'s water, telephone.

2 cottages, excellent stabling and garages with rooms over.

THE GROUNDS ARE A CHARMING FEATURE.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (12,098.)

3,000 ACRES SHOOTING (optional).

STAFFS. (¼-mile station, 7 miles Stafford).—HISTORICAL MANSION IN BEAUTIFUL PARK.

Lounge hall, 16 bedrooms, 4 reception rooms, 3 bathrooms.

Central heating, artificial lighting, excellent water supply. Stabling for 8, garage, and 4 cottages.

Lovely pleasure grounds, lake, and pastureland.

The shooting is one of the most sporting shoots in the Midlands.

Trout fishing in lake.

RENT, FURNISHED, £450 PER ANNUM (including the shooting).

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (12,023.

HERTS (1½ miles main line station, 40 minutes London; 550ft. up).—For SALE, would be Let, Unfurnished, a most charming RESIDENCE, approached by a carriage drive).—

Lounge hall, billiard room, 3 reception, 2 bathrooms,

11 bedrooms; Co.'s water; stabling for 8, garage.

Well-timbered grounds, croquet and tennis lawns, kitchen garden, glasshouses and paddock; in all about 8 acres. More land available.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (4433.)

A GREAT BARGAIN.

£2,000. WITH 6 ACRES.

BERKS (¾-mile station, 3½ miles Oxford; on high ground).

Hall, 3 reception rooms, 8 bedrooms, bathroom.

Garage. Good outbuildings. Tennis lawn. Paddock, etc.

COTTAGE WORTH £1,000.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1 (10,034.)

Beautiful old Elizabethan Farmhouse, modernised,

WITH 64 OR 4 ACRES.

ASHDOWN FOREST (1½ miles station; lovely position 400ft. up, commanding magnificent views).—For SALE, Freehold, a charming old FARMHOUSE, recently modernised, enlarged and equipped with modern conveniences, surrounded by beautiful grounds.

Original old fireplaces, a quantity of old oak beams.

Hall, fine billiard room, 3 reception, bathroom, 10 bedrooms; main drainage, telephone. Stabling, coach-house, garage; farmhouse and buildings, 2 pairs of cottages.

BEAUTIFUL YET INEXPENSIVE GROUNDS, including tennis and other lawns, ornamental pond, kitchen garden, etc., together with about 50 acres of sound grass and a small amount of arable and woodland.

Details of TRESIDDER & Co., 37, Albemarle St., W.1. (9322.)

TO BE LET, UNFURNISHED OR FURNISHED.

DEVON (occupying a magnificent position facing south, 800ft. above sea level, with lovely views overlooking Dartmoor).—A charming TUDOR-STYLE RESIDENCE, in first-class order.

Inner and lounge halls, 4 reception rooms, 12 bed and dressing rooms, bathroom, etc.

Excellent stabling and garage; lovely well-timbered grounds, including trout pond, tennis and croquet lawns, orchard, 7 acres of grass; in all about 13 ACRES. Good golf course 1 mile; hunting and shooting in the district.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (12,046.)

GEORGIAN HOUSE AND 20 ACRES.

LEATHERHEAD (1 mile of 2 stations, about 40 minutes London; rural surroundings, on southern slope).—For SALE, Freehold, substantially built early Georgian RESIDENCE, facing west, in good repair, approached by carriage drive.

Billiard room, Bathroom,
3 reception, 14 bedrooms.

Co.'s water. Electric light. Gas. Main drainage.
Stabling for 7. Garage. Farmery. 2 Cottages.

PRETTY OLD WALLED GARDENS,

containing some fine specimen timber trees, tennis and other lawns, walled kitchen and fruit gardens, conservatory, greenhouses and other outbuildings, together with some sound park-like grassland.

Inspected and strongly recommended by the Agents, TRESIDDER & Co., 37, Albemarle St., W.1. (7104.)

£3,500. FREEHOLD.

1 HOUR LONDON (in the beautiful country between Sevenoaks and Maidstone).—For SALE, attractive old-fashioned RESIDENCE, approached by carriage drive.

Hall, 4 reception, bathroom, 8 bedrooms.

Co.'s water and gas; stabling for 4, large coach-house, excellent 7-roomed cottage. Charming yet inexpensive matured and well-timbered grounds, good kitchen garden, glasshouses, orchard and meadowland; in all about 8 acres.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (3165.)

WESTERN MIDLANDS (grand position commanding most beautiful views).—A small RESIDENTIAL ESTATE, comprising an old Residence, brought up to date and approached by a carriage drive.

Hall, 3 reception, billiard room, bathroom, 14 bedrooms; electric light; heating.

Stabling for 4, cottage; croquet and tennis lawns, well-stocked fruit and kitchen gardens, pasture, together with 100 acres of good grazing land, equipped with ample buildings; in all about 130 acres. Hunting, golf. Near by is a CELEBRATED SALMON AND TROUT RIVER.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (8326.)

NORTHANTS (1½-hours London, one mile station).—For SALE, Freehold, a most attractive PROPERTY, substantially built and approached by carriage drive with lodge.

Billiard room, 3 reception, bathroom, 14 bedrooms. Electric light, heating, Co.'s water and gas.

Stabling for 4, garage, cottage; ample outbuildings; beautiful gardens, tennis and other lawns, walled kitchen garden, paddock, etc.; in all about 5 acres.

Details of TRESIDDER & Co., 37, Albemarle St.,W.1. (6470.)

WINKWORTH & CO.

LAND AGENTS AND AUCTIONEERS, 48, CURZON STREET, MAYFAIR, LONDON, W. 1.

DEVON AND SOMERSET BORDERS

RESIDENTIAL AND SPORTING ESTATE FOR SALE,

extending to about

770 ACRES

(all in hand).





SALMON AND TROUT FISHING

One-and-three-quarter miles.

HUNTING SIX DAYS A WEEK. EXCELLENT SHOOTING.

MODERATE-SIZED RESIDENCE.

THIRTEEN BEDROOMS, BILLIARD, AND THREE RECEPTION ROOMS, FITTED WITH ELECTRIC LIGHT, AND HAVING GROUNDS, STABLING AND ALL APPURTENANCES.

TWO FARMS. COTTAGES. AMPLE BUILDINGS.

Full particulars of the Agents, Messrs. WINKWORTH & Co., 48, Curzon Street, Mayfair, London, W. 1.

Telegrams:
"Estate, c/o Harrods, London"
Branch Office: "West Byfleet."

HARRODS Ltd.

62 & 64, BROMPTON ROAD, LONDON, S.W. 1.
(OPPOSITE MESSRS. HARRODS LTD. MAIN PREMISES).

Telephone Nos.
Western One (85 lines),
Telephone: 149 Byfleet.

PRICE £6,000 OR NEAR OFFER

300FT. UP, WITH PANORAMIC VIEWS OF THE MALVERN AND COTSWOLD HILLS.

GLOS AND HEREFORDSHIRE BORDERS.

In a good social neighbourhood, near village, three miles from station, five from Ross, twelve from Ledbury and Gloucester.

A CHARMING RESIDENTIAL PROPERTY

of over

30 ACRES,

with 160 ACRES OF WOODLANDS,

with a well-built stone RESIDENCE, nicely placed on rising ground, approached by carriage drive between avenue of Arbor Vitæ of about 400 yards, with lodge at entrance.



EIGHT BED AND DRESSING ROOMS,
BATHROOM,
THREE OR FOUR RECEPTION ROOMS,
HALL, and
SERVANTS' HALL, ETC.

PETROL LIGHT. GOOD WATER SUPPLY

Lodge and cottage. Garage and stabling.

THE GARDENS AND GROUNDS

with yew hedges are inexpensive to maintain, and include tennis lawn, very fine well-stocked kitchen and fruit gardens, woodland dell, nut walk, well-timbered with stately cedar and other evergreen trees, orchards, meadows, a little arable land, and within a short distance about 160 acres of woods, with which is attached manorial rights and chief rents of the Manor of Eccleswall.

HUNTING WITH THE LEDBURY HUNT.

Shooting can generally be rented.

Personally inspected and recommended.

Apply HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

SEVENOAKS

FOR SALE,

OLD GEORGIAN HOUSE.

situate in magnificent position, overlooking park.

Containing

LOUNGE HALL,
FOUR RECEPTION ROOMS,
TWELVE BEDROOMS,
TWO BATHROOMS,
COMPLETE DOMESTIC OFFICES.

Modern drainage. | Electric light.
Central heating. | Company's water.

Telephone.

GARAGE AND COTTAGE.



CHARMINGLY
laid-out

GARDEN AND GROUNDS,

WELL MATURED,
including
WIDE EXPANSE OF LEVEL LAWNS.
FLOWER BORDERS.
WALLED KITCHEN GARDEN.
All in perfect order.

The area being

ABOUT TWO ACRES.

EARLY POSSESSION.

FREEHOLD, £7,500
(NEAR OFFER).

Complete set of photographs can be inspected at the Agents' Offices, Messrs. HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

KENT AND SURREY BORDERS

ONE HOUR BY RAIL FROM TOWN.

In a

HIGH POSITION WITH EXCELLENT VIEWS.

A genuine

XVIITH CENTURY COTTAGE STYLE

RESIDENCE,

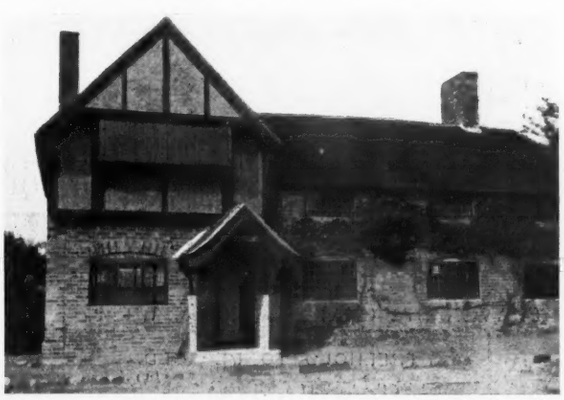
recently

RESTORED AT A LARGE EXPENSE.

BEAUTIFULLY FITTED,

and

STANDING WELL BACK FROM ROAD,



and containing

LARGE LOUNGE HALL,
DINING ROOM,
BATHROOM,
FOUR BEDROOMS.
OAK BEAMS.
LEADED LIGHTS, ETC.

About

SEVEN ACRES,

with

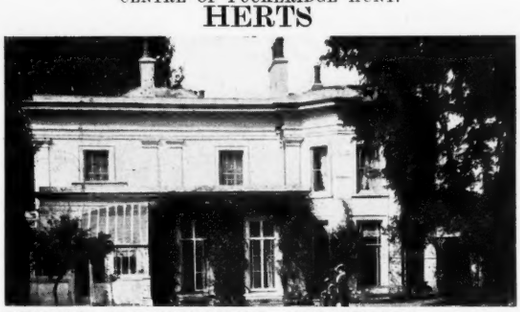
WELL STOCKED ORCHARD.

PRICE £3,500.

Apply HARRODS (LD.), 62–64, Brompton Road, S.W. 1

CENTRE OF PUCKERIDGE HUNT.

HERTS



CHARMING OLD-FASHIONED RESIDENCE in very picturesque district, about seven miles from Royston, and twelve miles from Hertford; on high ground, approached by a carriage drive. The excellent accommodation comprises entrance hall, three reception rooms, billiard room, twelve bedrooms, dressing room, bathroom (h. and c.), complete domestic offices; main drainage, Company's gas and water; substantial outbuildings, ten loose boxes, five stalls, large garage, piggeries, cowhouses, etc.; cottage, also extra rooms for gardener. The beautifully laid-out grounds are disposed of in two tennis courts, full-sized croquet lawn, rose garden, productive kitchen g rden, three large greenhouses, two paddocks; total area about TEN-AND A-HALF ACRES. FREEHOLD, £8,000.—Inspected and strongly recommended.—HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

SUSSEX, TOWARDS THE KENT BORDERS



AN EXCEPTIONALLY ATTRACTIVE LITTLE PROPERTY, standing 500ft. above sea level with a southern aspect, and commanding good views. Well built Residence, with six bedrooms, bathroom, three reception rooms, and good offices, now being renovated, and which will shortly be ready for occupation. Good outbuildings, including capital brick and tiled cottage, with four rooms and kitchen, etc., garage, stabling, pigsties. Well-timbered grounds in perfect order, including tennis lawn, kitchen gardens, orchard, shrubbery, rose gardens, etc., and five acres of excellent pastureland; in all about SEVEN ACRES. Additional two acres of grassland can be obtained if desired. Co.'s water and gas. PRICE, FREEHOLD, £5,000.—Personally inspected and recommended by the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

(Advertisements continued on page xxviii.)

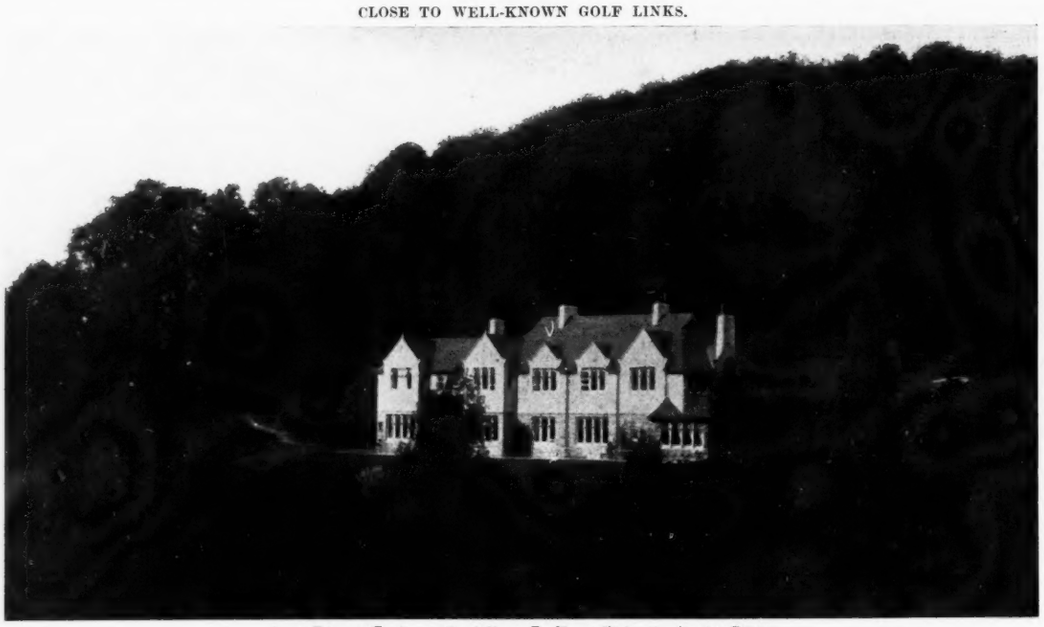
Telephone:
Mayfair 3717 & 3718.

WILSON & CO.

14, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.; and at YEOVIL.

SOMERSET

CLOSE TO WELL-KNOWN GOLF LINKS.



A BEAUTIFUL HOUSE OF TUDOR CHARACTER,

standing high on a southern slope, commanding magnificent panoramic views. Lounge hall, three reception rooms, billiard room, twelve bedrooms, three bathrooms, and capital domestic offices; gas lighting, telephone, Company's water, modern drainage; large garage, stabling for six, two cottages; farmhouse and buildings.

SINGULARLY ATTRACTIVE PLEASURE GROUNDS,

walled kitchen garden, range of glasshouses, orchards and meadowland, and picturesque woodland; in all about

23 ACRES.

Sole Agents, WILSON & Co., 14, Mount Street, London, W. 1.

OXFORDSHIRE

Hunting four days a week. One-and-a-half hours from London.

CHOICE ESTATE OF 250 ACRES,

carrying a FINE OLD TUDOR HOUSE,

in most perfect order throughout, newly decorated and ready for immediate occupation; eighteen bedrooms, three bathrooms, hall, four reception rooms; electric light, central heating; ample stabling and garage accommodation, several cottages.

LOVELY OLD PLEASURE GROUNDS.

Agents, WILSON & Co., 14, Mount Street, W. 1.

WEST SUSSEX

In a charming district, only seven miles from Goodwood.

CHOICE ESTATE OF 175 ACRES (OR 50),

with

GEORGIAN PERIOD HOUSE,

containing

Four reception rooms, Three bathrooms,
Seventeen bed and dressing rooms, Ample offices.

Electric light, central heating, modern drainage. Stabling, garage and home farmery. Singularly attractive pleasure grounds, kitchen garden, and two orchards.

FOR SALE, FREEHOLD.

Agents, WILSON & Co., 14, Mount Street, W. 1.

SUSSEX

About seven miles south of Tunbridge Wells, in most picturesque country.

AN OLD-FASHIONED RESIDENCE,

standing high in pretty grounds and meadowland; in all 20 ACRES; with stream, and exceptionally well timbered. The accommodation includes

Twelve bedrooms, Hall, and four reception rooms,
Two bathrooms, Billiard room.

Gas lighting, telephone, modern drainage. Stabling for five horses, coach-house, two cottages. Tennis lawn, rose garden, shrubberies, etc., and good kitchen garden.

FREEHOLD, PRICE £8,000. IN FIRST-CLASS ORDER.

Agents, WILSON & Co., 14, Mount Street, W. 1.

WEST OF ENGLAND OFFICES: 20, PRINCES STREET, YEOVIL, SOMERSET

(in association with R. B. Taylor & Sons).

WILSON & CO., 14, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.

BRACKETT & SONS

TUNBRIDGE WELLS, and 34, CRAVEN ST., CHARING CROSS, W.C. 2.

KENT.—FREEHOLD TO BE SOLD (station two miles).—A compact RESIDENTIAL PROPERTY, near village, church, etc., suitable for a poultry farm. Detached House; three reception rooms, five bedrooms, dressing room, bathroom (h. and c.), ground floor offices, two staircases. Hot water service from special "Beeston" boiler. Stabling for three, coach-house, piggery, tomato house (heated), etc.; tennis lawn, kitchen garden, meadow; in all about 2a. 2r. 24p. Also a brick-built and tiled bungalow (two rooms, scullery, etc.) Price £3,000. Tenant's fixtures, etc., at valuation.—Further particulars of BRACKETT & SONS, as above. (Folio 30,961.)

FREEHOLD TO BE SOLD, PRICE £6,000.—EAST GRINSTEAD (approached by carriage drive).—PICTURESQUE GABLED HOUSE.



Three reception, seven bedrooms, small dressing room, bathroom, linen room, kitchen, scullery, pantry, larder, cellarage. About one acre of good garden; electric light and power house; garage, etc.; small greenhouse. Price £6,000.—Further particulars of BRACKETT & SONS, as above. (Folio 30,923.)

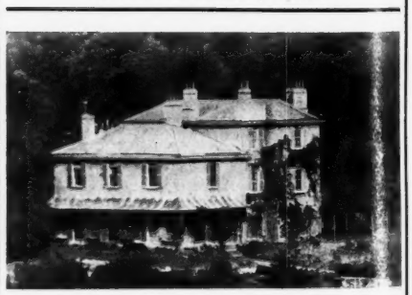
FREEHOLD TO BE SOLD:

Situated on the knoll of a hill, on a level with Mount Ephraim, in a unique position on the verge of Tunbridge Wells Common.

HANDSOME AND EXCEPTIONALLY WELL-APPOINTED DETACHED GOTHIC HOUSE in about THREE-AND-A-HALF ACRES of pretty grounds. It stands on the solid rock and is constructed with 18in. hollow walls built in cement, and oak floors on the ground and first floors. The reception rooms have richly carved Gothic folding doors in very old Spanish mahogany of magnificent colour. On the ground floor: Vestibule, lounge hall about 33ft. by 12ft., drawing room 40ft. by 17ft., conservatory, dining room 23ft. by 22ft. 9in. (opening to a paved verandah running the entire length of the west front), morning room 20ft. by 15ft., strong room. On the first floor: Two large bedrooms with dressing room (fitted with bath, etc.), three other principal bedrooms, boudoir, fitted bathroom, four maids' rooms and bathroom. On the second floor: Two bedrooms and workroom. The joinery in the principal bedrooms is oak, and in the secondary bedrooms pitch pine. Ground floor kitchen fitted with "Eagle" range, etc., housekeeper's room, servants' hall, and butler's pantry; good cellarage and butler's bedroom with separate entrance; central heating. Delightfully laid-out grounds studded with many noble old oaks and other forest trees, tennis lawn, croquet lawn or bowling green, rock garden, heather and ivy-covered banks and shrubbery walks, fruit and kitchen gardens with greenhouse, vinery, ranges of pits, potting shed, two summerhouses, etc.; garage (with inspection pit) for three cars with glazed washing shelter, stabling for five; two dwellings (of five and six rooms respectively) for men. Golf links close at hand. Tenant's fixtures, plants, tools, etc., at valuation.—Further particulars of BRACKETT and SONS, as above. (Folio 30,957)

TILLEY, CULVERWELL & PARROTT

SOMERSET, WILTS & GLOS. ESTATE AGENCY
10, WALCOT STREET, BATH.



BATH.—To be LET, Furnished or Unfurnished, within one-and-a-half miles of the centre of the city, standing in its own grounds of four acres, containing four reception rooms, twelve bed and dressing rooms, bathroom (h. and c.); stabling, garage; gas and main drainage. Rent on application.—Further particulars of the Agents, TILLEY, CULVERWELL & PARROTT, as above.

FOR SALE, IN BEAUTIFUL SHROPSHIRE COUNTRY, a genuine small Jacobean RESIDENCE, containing lounge hall three reception rooms, ten bedrooms, three bathrooms, etc.; magnificent old oak panelling in principal rooms. House recently renovated and modernised throughout entirely regardless of expense; electric lighting and central heating. Lands from 20 to 235 acres. Prices from £14,000 to £26,000.—Apply BOSWELL & TOMLINS F.A.I., Land and Estate Agents, Darlington Street, Wolverhampton.

Telephone: Gerrard 5960.

COLLINS & COLLINS

LAND AND ESTATE AGENTS.

37, SOUTH AUDLEY STREET, GROSVENOR SQUARE, W. 1.

HUNTING.

GLOUCESTERSHIRE

GRAVEL SOIL.



RESIDENTIAL ESTATE OF 800 ACRES.

MOSTLY VALUABLE RICH PASTURELAND, INCLUDING THIS

LOVELY OLD JACOBEAN MANOR HOUSE, built of stone; standing on high ground commanding superb views. Two long carriage drives, great hall, panelled drawing room, three other reception rooms, 20 bed and dressing rooms, usual offices.

RADIATORS. FINE OAK STAIRCASE.

BEAUTIFULLY TIMBERED PARK.

DELIGHTFUL OLD PLEASURE GARDENS studded with many forest trees, tennis lawns, kitchen garden; stabling, garage.

HOME FARM. DAIRY. COTTAGES. THREE FARMS.

Order to view and further details of Messrs. COLLINS & COLLINS. (Folio 9658.)

HUNTING. SHOOTING. FISHING.

UNIQUE ESTATE.

BEAUTIFUL QUEEN ANNE RESIDENCE

PERFECT IN EVERY DETAIL, having been maintained regardless of expense, in excellent order and fitted with every modern comfort.

OCCUPYING A GRAND POSITION ON A HILL. 600FT. ABOVE SEA LEVEL.

Sixteen principal bedrooms, Good servants' accommodation, | Four bathrooms, Billiard room, | Four reception rooms, Lounge hall.

ELECTRIC LIGHT. CENTRAL HEATING.

ANCIENT PARK

studded with immense forest trees of great age. Chain of lakes.

STABLING, GARAGE, FARMS, COTTAGES, VALUABLE WOODLAND; in all just over

1,000 ACRES

affording a nice stretch of

TROUT FISHING FOR ABOUT A MILE.

HIGH PHEASANT SHOOTING. WELL-PLACED COVERTS.

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60 MILES OF LONDON.

HISTORICAL DOMAIN, INCLUDING

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ONE OF THE FINEST SPECIMENS OF ELIZABETHAN ARCHITECTURE IN THE KINGDOM

Fourteen principal bedrooms, Ample servants' accommodation, Ornamental ceilings, | Fine hall, Billiard room, Oak panelling, | Four reception rooms, Oak doors, Central heating.

NOBLE DEER PARK OF 300 ACRES

GARDENS OF EXCEPTIONAL BEAUTY.

PICTURESQUE LAKE.

STABLING. GARAGE. SEVERAL FARMS. COTTAGES

TO BE SOLD WITH 1,000 TO 3,000 ACRES.

HUNTING. SHOOTING. EASY REACH OF THE SEA.

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HUNTING WITH THE OAKLEY, PYTCHLEY, GRAFTON, AND FITZWILLIAM HOUNDS.

BORDERS

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TO BE SOLD, CHOICE RESIDENTIAL AND AGRICULTURAL ESTATE of 1,000 ACRES,

including this DELIGHTFUL OLD-FASHIONED RESIDENCE, containing fifteen bedrooms, bathroom, four reception rooms; good stabling, garage, good farm-buildings, bailiff's house.

THREE FARM HOLDINGS.

SOUND LAND, INCLUDING A GOOD PERCENTAGE OF GRASSLAND, ADMIRABLY SUITED FOR DAIRY FARMING AND BLOODSTOCK BREEDING.

170 acres woodlands. Early possession of large area.

ESTATE WOULD BE SOLD WITH ALMOST ANY AREA TO SUIT A PURCHASER.

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SUFFOLK

TO BE SOLD, this exceedingly ATTRACTIVE FREEHOLD RESIDENCE, beautifully situate with FINE SEA VIEWS; near GOLF, FISHING, etc., and containing eleven bedrooms, two bathrooms, four reception rooms, and excellent domestic offices. ELECTRIC LIGHT, MODERN CONVENIENCES; GARAGE. The GARDENS are well timbered and matured, and include tennis courts, kitchen garden, etc.; and extend to NEARLY FOUR ACRES.

PRICE £6,000, FREEHOLD.

Further particulars of COLLINS & COLLINS, as above. (Folio 8303.)

GRAND VIEWS FOR MILES.

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PERFECT REPLICA OF A TUDOR MANOR HOUSE, built regardless of cost, being a particularly attractive design typical of the period, with casement windows, richly appointed and expensively fitted with POLISHED OAK FLOORS, COSTLY MANTELPIECES.

Oak beams. PANELLED LOUNGE HALL, panelled dining room, billiard room, three other reception rooms, eighteen bed and dressing rooms, four well-fitted bathrooms.

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ELECTRIC LIGHTING. MODERN SANITATION.

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ARTISTIC TERRACED GARDENS,

a feature of the place, Dutch and rose gardens, sloping grass lawns, charming woodland walks, water gardens and rockeries; in all about

30 ACRES.

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GLORIOUS SEA VIEWS.



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TO BE SOLD, this FREEHOLD RESIDENTIAL ESTATE of 60 ACRES, including this CHARMING RESIDENCE, situated on rising ground, commanding delightful views of the surrounding country. Recently the subject of a great outlay; in perfect order. Lounge hall, fourteen bedrooms, four reception rooms, four well-fitted bathrooms; electric light, central heating, Company's water; south aspect; gravel soil; farmery. Delightful GARDEN; garage, stabling; sea frontage.—Full details and order to view of Messrs. COLLINS and COLLINS. (Folio 9690.)

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with lawns, flower gardens, sunk garden, prolific walled fruit and vegetable garden. Garages, stabling, bailiff's house, pair of cottages. MODEL STUD FARM.

100 ACRES.

The land is practically all rich feeding pasture in first-rate condition, and is all IN HAND.

The Property affords an exceptional opportunity to those seeking a really nice residence together with a profitable stud or pedigree farm.

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A BEAUTIFUL SUSSEX PROPERTY,—Freehold for SALE, with nearly 200 acres, including a first-rate home farm. The House, which is surrounded by most lovely gardens and park, is fitted with all modern conveniences, including electric light, central heating, etc. It enjoys a perfect panorama of views and contains eight best bed and dressing rooms, nursery suite of four rooms, nine secondary and servants' rooms, two bathrooms, fine lounge hall, four reception rooms, billiard room and splendid offices; the whole being in tip top order.

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Several superior cottages. Very moderate price asked.

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£14,000.

A REMARKABLY BEAUTIFUL FREEHOLD MANORIAL ESTATE of nearly

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(more if desired), situate in the best part of Monmouthshire, for SALE at the above remarkably low price.

THE PERFECTLY PLACED HOUSE

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FINELY TIMBERED PARK,

approached by two long drives (one with lodge entrance), and contains lounge hall, five reception, sixteen bed and dressing, two bathrooms, good offices.

GRAVEL SOIL.

NEW AND TASTEFUL DECORATIONS. ELECTRIC LIGHT.
SQUASH RACQUET COURT. HOME FARM. NINE COTTAGES.
HUNTING, SHOOTING, AND GOLF.

164 ACRES .. .. £14,000, FREEHOLD.
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A PICKED POSITION.

THIS EXTRAORDINARILY WELL-BUILT RESIDENCE, which apart from its picturesqueness, contains all labour-saving devices, and is planned upon the most up-to-date principles. It is approached by a long drive and stands high up on SANDY SOIL.

HAS ELECTRIC LIGHT, PETROL GAS HEATING, TELEPHONE.

The accommodation includes entrance hall, lounge hall, four reception, eleven bed and dressing rooms, two bathrooms, good offices. Small but pretty gardens, including tennis lawn. Stabling, etc.

Splendid FARM with farmhouse and buildings, and some excellent arable and pastureland; in all nearly

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FOUR MILES OF SALMON FISHING. SMALL GROUSE MOOR.

PRICE ON APPLICATION. (750.)

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Near the Scottish Border, and three miles from railway station. 400ft. up; lovely views, south aspect.

A MINIATURE COMPACT ESTATE, comprising WELL-APPOINTED MODERN RESIDENCE; three reception rooms, seven bed and dressing rooms, bathroom (h. and c.), extensive offices. Tennis lawn, about one acre ornamental and kitchen gardens; stabling, garage, range of farmbuildings, two cottages, and blacksmith's shop. 57 ACRES EXCELLENT GRAZING LAND. Vacant possession on completion. Tithe and land tax free.

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On brow of hill, with views over the lovely Firth of Clyde.

THE STONE-BUILT RESIDENCE contains eight bedrooms, bath, three reception rooms, conservatory; garage; gas and water laid on.

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NEVER BEFORE IN THE MARKET.

BERKS (about three-quarters of a mile from railway station, and quarter-of-a-mile from town and shops).—MODERN WELL-APPOINTED RESIDENCE, approached by carriage drive; exceptionally well built, on gravel soil, southern aspect; three reception rooms, seven bed and dressing rooms, bathroom (h. and c.), box-room, servants' hall, and ample domestic offices; gas and water laid on, telephone, central heating. Pleasure grounds, kitchen garden, small orchard, and paddock; in all 6A. 1R. 27P. VACANT POSSESSION FREEHOLD, £4,500.

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ONLY TWELVE MILES FROM THE HEART OF LONDON.

CHOICE EARLY GEORGIAN RESIDENCE TO BE SOLD, WITH VACANT POSSESSION; three large reception rooms, ten bedrooms, bathroom, specially good domestic offices on ground floor; electric light, gas, 'phone, main water; stabling for five, garage for two cars; conservatory. Beautifully arranged gardens and grounds, bounded by high wall.

ABOUT FIVE ACRES. VACANT POSSESSION.

£9,000. FREEHOLD.

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Only about 20 miles from Town, and in the best social locality around London.

A BEAUTIFUL AND COMPACT RESIDENTIAL AND SPORTING ESTATE, on high ground, with unrivalled views over lovely country.

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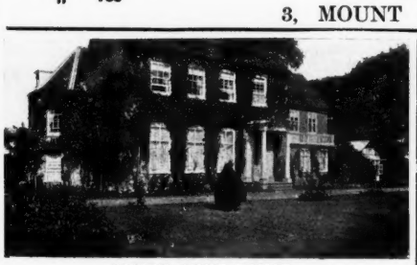
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QUEEN ANNE HOUSE.
Fine high position, facing south and west.

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A MODERNISED AND MOST COMFORTABLE HOUSE, containing eleven bed, two bathrooms, three reception rooms; good lighting, water, drainage; stabling, garage; beautiful gardens, and

TEN ACRES.

For SALE at a reasonable price.—RALPH PAY and TAYLOR, as above. (4633.)

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RESIDENCE IN BEAUTIFUL PARK.

A FINE HOUSE of the Georgian Period, recently modernised and redecorated, approached by long carriage drive with lodge. The Residence is seated well in the park of 350 ACRES (the grounds only Let), and contains very fine lounge, a beautiful suite of reception rooms, 20 or more bedrooms, four bathrooms, very excellent offices.

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EXCEEDINGLY BEAUTIFUL OLD GARDEN.

Noble trees in the park.

TO BE LET, FURNISHED, for a term of years.

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WANTED TO PURCHASE

DEVON OR CORNWALL, near COAST.

SMALL RESIDENCE: about seven or eight bedrooms; two to three acres; in districts between Totnes and Fowey.—Send particulars and plan to "Mr. H. B. E.," c/o RALPH PAY & TAYLOR, as above.



WITH 50 ACRES

SUSSEX (near express station).—Picturesque black-and-white RESIDENCE of the XVIIth century, approached by a long carriage drive, and contains thirteen bedrooms, entrance hall, library, drawing room, lounge, dining room, two bathrooms; electric light; stabling, farmery; attractively laid-out gardens. Open to a reasonable offer.—RALPH PAY & TAYLOR, as above. (3388.)



TO CITY MEN REQUIRING HUNTING

Or equally suitable for SCHOOL or INSTITUTE.

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Pleasantly removed from the town, two miles from the station.

A VERY SOLIDLY BUILT HOUSE, well planned with nicely proportioned large rooms; approached by a drive with lodge at entrance, and containing fifteen bed and dressing rooms, two bathrooms, large hall, billiard room, five reception rooms.

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THE GARDENS

are a delightful feature, with most picturesque rock garden and miniature lake; the whole embowered in a wealth of foliage. Park, cricket ground, home farm, 60 acres in all, or would probably divide.



FIRST-RATE HUNTING WITH THREE PACKS, WITH KENNELS OF VERY SPORTING HOUNDS CLOSE BY.

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AN OLD-FASHIONED COUNTRY RESIDENCE, well built and in good order; lounge hall, three reception, nine bedrooms, bath (h. and c.), and excellent land; stabling, garage, cottage.

PRICE ONLY £7,500.

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£6,000 WILL PURCHASE a moderate sized PICTURESQUE OLD TUDOR-STYLE RESIDENCE; thirteen bed and dressing rooms; with

48 ACRES.

GOOD FARMBUILDINGS FOUR COTTAGES.
HUNTING WITH THREE PACKS.

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AN IDEAL GENTLEMAN'S ESTATE OF 33½ ACRES,

with exceptionally attractive old-fashioned House, in perfect order, and with all modern conveniences; lounge hall, three reception, billiard rooms, seven bedrooms; stabling, garage, two cottages.

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Delightfully situated on coast, commanding sweeping views of the Channel and Welsh Hills.

A DESIRABLE COUNTRY RESIDENCE, fitted with every modern convenience, and containing lounge hall, four reception, billiard room, eleven bedrooms; excellent cottage and

SEVEN-AND-A-HALF ACRES.

GOLF LINKS CLOSE BY.

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One mile from main line station, delightfully situated 300ft. above sea level, and having south-west aspect

AN ATTRACTIVE COUNTRY RESIDENCE, within easy reach of the coast, and containing hall, three reception, eight bed and dressing rooms, bath (h. and c.), etc. The grounds are choicely laid out, and include productive kitchen garden, pleasure grounds, and three paddocks; in all

TEN ACRES.

STABLING. GARAGE. COTTAGE.
HUNTING. FISHING. SHOOTING. GOLF.

MESSRS. W. HUGHES & SON, LTD., are instructed to offer this delightful Property for SALE by AUCTION, at an early date (unless previously disposed of by Private Treaty).—Illustrated particulars and plan can be had of the Auctioneers, 38, College Green, Bristol; or of Messrs. ALLAN B. BONE & SONS, Solicitors, 23, Ker Street, Devonport.

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In most convenient situation, commanding exceptionally fine views.

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GAS. STABLING. GARAGE.

THE GROUNDS, in all about FOUR ACRES, are charmingly laid out in terraces, and include orchard, paddock, tennis lawn, etc.

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£3,500 WILL PURCHASE A FINE OLD XVIIth Century RESIDENCE, occupying a delightful position, and fitted with all modern conveniences; two reception rooms, seven bedrooms, and

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or more if desired.

ELECTRIC LIGHT. TELEPHONE AND GAS.
Also fully-equipped poultry farm if desired.

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One mile from station, and within easy reach of several good market towns.

A WELL-BUILT AND ATTRACTIVE COUNTRY RESIDENCE, having gardener's excellent cottage, and containing three reception, ten bedrooms, bath (h. and c.), and

THREE ACRES.

HUNTING. SHOOTING.

PRICE, ONLY £3,500.

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HANTS

A DELIGHTFUL OLD-FASHIONED RESIDENCE, within easy reach of station, and enjoying southern aspect; delightful grounds; in all

THREE ACRES.

CO.'S WATER. GAS.
Lounge hall, eleven bedrooms, two baths, and excellent cottage. Men's rooms over stabling.
SHOOTING. HUNTING. FISHING.

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400FT. ABOVE SEA LEVEL.

A CHARMING STONE-BUILT COUNTRY HOUSE, in perfect order and repair, is for SALE.
Hunting five days a week.
ELECTRIC LIGHT. CENTRAL HEATING.
TWO COTTAGES.
Accommodation: four reception, nine bedrooms, two baths (h. and c.), and

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FINE OLD OAK STAIRCASE AND OAK DOORS.

Lounge hall, two reception rooms, large billiard room, six bedrooms, bathroom, lavatory, newly designed domestic offices.

CENTRAL HEATING. ELECTRIC LIGHT.
STONE-PAVED WALKS.
OLD WALLED TERRACES.

CHARMING OLD-ENGLISH DESIGNED BUNGALOW,

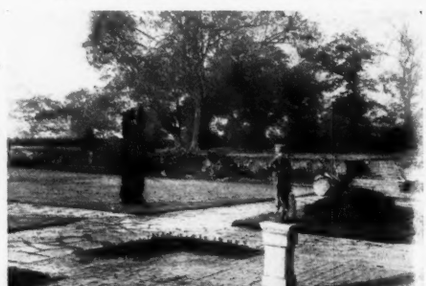
with bathroom, kitchen, sitting room, etc.

Tennis lawn, orchard, three small greenhouses, garage building.

In all about
FOUR ACRES.

IMMEDIATE POSSESSION.

HIGH POSITION. BEAUTIFUL VIEWS.



PETERSFIELD, HANTS

ATTRACTIVE RESIDENCE

in the style of an Elizabethan Manor House, containing some good English oak' occupying a choice position within a mile of station; nine bed and dressing rooms, bathroom, three reception rooms, and lounge hall.
GOOD GARDENS AND GROUNDS, which include large court yard, old-world garden with lawns and terraces, stone-paved walks, sunk rose garden, orchard, meadow, woodlands, kitchen garden, etc.; the whole covering about SIX ACRES.

PRICE £7,500, FREEHOLD. IMMEDIATE POSSESSION.
(A 1027.)

NEWMARKET

WELL-BUILT RESIDENCE,

on high ground, close to racecourse, golf and station, and containing
TWELVE BED AND DRESSING ROOMS, TWO BATHROOMS, THREE RECEPTION ROOMS, AND USUAL OFFICES.
Garage with rooms over and good stabling. Small garden.

PRICE £5,000, FREEHOLD.
IMMEDIATE POSSESSION. (A 968.)

GUILDFORD, SURREY

FREEHOLD RESIDENCE FOR SALE,

near golf, and within easy reach of station.
SEVEN BED AND DRESSING ROOMS, THREE RECEPTION ROOMS AND USUAL OFFICES.
Stabling and garage; choice gardens and grounds; total area THREE ACRES.
Cottage could be purchased.

PRICE £4,500.
Would be LET, Furnished, rental SIX GUINEAS per week.
IMMEDIATE POSSESSION. (A 1028.)

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CHARMING BIJOU RESIDENCE,

built in bungalow style, fitted with modern improvements, within ten minutes of station.
FOUR BEDROOMS, BATHROOM, TWO RECEPTION.
Soil, sand and loam.
GARDEN WITH ORCHARD, ETC., MEADOWLAND ABOUT THREE ACRES.

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TORQUAY. — Charming old-fashioned RESIDENCE, 250ft. above sea; three reception and billiard rooms, eight bedrooms, two dressing and two bathrooms; stabling.

£5,000.

THREE ACRES.

FREEHOLD. Electric light and gas, main water and drainage.

Inspected by FEAR & WALKER, as above.

"FIR COT," BEECH, ALTON

A CHARMING SMALL FREEHOLD RESIDENCE.

Four bedrooms, two reception rooms.

OUTBUILDINGS AND NICE GARDENS.

Inspected by Sole Agents, FEAR & WALKER, as above.

ISLE OF WIGHT.—For SALE, charming FREEHOLD PROPERTY; seven bedrooms, bathroom, three reception rooms.

ELECTRIC LIGHT.

Garage. Pretty grounds, two-and-a-half acres.

Full particulars of FEAR & WALKER, as above. (5614.)

SURREY (550ft. above sea level) commanding glorious views).—Beautiful ESTATE of 125 acres for SALE, Freehold; charming House; stabling, garage, dairy, farm, two cottages.

Full particulars of FEAR & WALKER, as above. (8253.)

BERKS.—Most delightful FREEHOLD PROPERTY for SALE; spacious House with billiard room, etc.; stabling, lodge and cottage; lovely old timbered grounds and meadowland; about eighteen acres.

Inspected by FEAR & WALKER, as above. (7076.)

SUSSEX—Ideal ESTATE of 25 acres, with Georgian MANORIAL RESIDENCE; eleven bedrooms; stabling and two cottages.

Sole Agents, EDWIN FEAR & WALKER, as above. (7041.)

SOLD

"THE HUNTON ESTATE,"

MICHELDEVER, NEAR WINCHESTER.

A highly important Freehold AGRICULTURAL HOLDING of about 900 ACRES, with capital Residence, extensive stabling, barn, buildings, and five cottages.

EDWIN FEAR & WALKER notify the SALE of this Estate Privately (in conjunction with Messrs. RUTTER).—Estate Offices, Winchester and Newbury.

NEAR WINCHESTER.—Charming old MANOR HOUSE, close to church, post and telegraph office, and golf links,

TO BE LET, FURNISHED.

Three reception rooms, nine bedrooms; Company's water and gas; nice grounds.

6 GUINEAS PER WEEK FOR WINTER MONTHS.

Inspected by FEAR & WALKER, as above. (768 F.)

NEAR ALTON.—For SALE, a picturesque BIJOU RESIDENCE, occupying a grand position some 600ft. above sea, and commanding superb views over miles of lovely country. It contains verandah, two reception rooms, lounge or billiard room, five bedrooms, bathroom, good domestic offices.

CENTRAL HEATING. ACETYLENE GAS.

MODERN DRAINAGE.

Garage. Golf links near. Five acres of beautifully disposed grounds, tennis and croquet lawn, ornamental trees and shrubs, with walks intersecting, rose gardens, pergolas, etc. Inspected and recommended.

FEAR & WALKER, as above. (8454.)

RESIDUE OF LEASE for SALE of a charming and compact RESIDENTIAL ESTATE in one of the most beautiful spots in the New Forest. It comprises a commodious Georgian Residence (with modern additions and improvements), containing four reception rooms, fifteen bed and dressing rooms, two bathrooms, servants' hall, etc.; entrance lodge, three modern cottages, two sets of rooms over stabling; excellent stabling, farmery; 46 acres of very attractive and shady gardens and pastureland; electric lighting to Residence, cottages, and all outbuildings; modern drainage recently constructed.

SHOOTING, HUNTING, GOLF.

Low rental of £294 per annum, with premium for residue of Lease, additions, improvements, etc.

Inspected by FEAR & WALKER, as above. (6177.)

DRY-FLY FISHING and 4,000 to 5,000 ACRES.—An ESTATE WANTED, with fishing a *sine qua non*.—"A. G. G., 546/6," c/o FEAR & WALKER, Winchester and Newbury.

TEN MILES OF SHERBORNE.

WANTED, a gentleman's COUNTRY HOUSE with a few acres; about ten bedrooms.—"C. H. K., 547/6," c/o FEAR and WALKER, as above.

MIDHURST DISTRICT. — A gentleman's Country HOUSE WANTED TO PURCHASE; about ten bedrooms, etc.—"F. C., 549/6," c/o FEAR & WALKER, as above.

LARGE LANDED ESTATE

urgently WANTED for a gentleman who was just too late to secure the one recently advertised by Fear & Walker, and which they have Sold.—"L. L., 520/6," c/o FEAR & WALKER, as above.

WILTS.— Delightful Georgian HOUSE and just over nine acres; ten bedrooms, etc. For SALE, Privately, a bargain, or by AUCTION at Devizes shortly.

Illustrated particulars of Sole Agents, FEAR & WALKER, as above. (8297.)

WINCHESTER (close; in a glorious situation on high ground).—For immediate SALE, a perfect modern HOUSE; thirteen bedrooms, etc.; lovely grounds of three acres.

Inspected and strongly recommended by FEAR & WALKER, as above.

WILTS.—Choice modern Elizabethan-style HOUSE for SALE, a bargain; fourteen bedrooms, etc.; four cottages; beautiful grounds of seventeen acres.

Inspected by Sole Agents, FEAR & WALKER, as above.

FARNHAM — For SALE, Freehold, choice ESTATE of 32 acres; picturesque gabled House; ten bedrooms, etc.

Inspected by Sole Agents, FEAR & WALKER, as above.

ROBINSON, WILLIAMS & BURNANDS

89, MOUNT STREET, GROSVENOR SQUARE, W.

Telephones: MAYFAIR 6521 & 6522. Telegrams: "THROSIXO," LONDON.

SURREY AND HANTS BORDER.

5,000 GUINEAS.



REMARKABLY CHEAP PROPERTY.—Planned on two floors; fourteen bedrooms, three bathrooms, lounge hall, three reception rooms, billiard room or studio; stabling, garage, two cottages; grounds of exceptional beauty; acetylene light, Company's water, central heating.

FOUR-AND-A-QUARTER ACRES. (3989.)

ESSEX AND HERTS BORDER.

£5,000.



UNUSUAL BARGAIN.—Fine FAMILY RESIDENCE, near station; sixteen or more bedrooms; bath, three reception rooms, billiard room; stabling, garage and six cottages; attractive grounds with tennis lawns, productive produce gardens, etc.; in all FIVE-AND-A-HALF ACRES. Company's water, heating and gas; near golf and within easy access to main line station. Recommended as *the* bargain of the present time. (4432.)

FULL DETAILS OF AGENTS, AS ABOVE.

RIPPON, BOSWELL & CO., F.A.I.

Telephone No. 204. Established 1884.

LAND AGENTS, SURVEYORS, AUCTIONEERS & VALUERS, 8, QUEEN STREET, EXETER.

ILLUSTRATED REGISTER of all Properties, Country Houses and Estates in the South and South-Western Counties, price 2/–, by post 2/6.

RIPPON, BOSWELL & CO. HAVE UNLIMITED ENQUIRIES FROM INFLUENTIAL APPLICANTS, THROUGH THEIR ADVERTISING MEDIUM, AT HOME AND ABROAD, SEEKING ESTATES AND COUNTRY HOUSES.

A BARGAIN AT £1,500 (OR NEAR OFFER).

DEVON (NORTH), BORDERS OF CORNWALL,

WITHIN EASY REACH OF BUDE.

ATTRACTIVE SMALL MODERN RESIDENCE, commanding extensive views, and standing in own grounds of half-an-acre, nicely arranged, and stocked with fruit trees; near small country town and station. Two reception, five bedrooms, bath; gas and main water; electric light available. Possession on completion.—RIPPON, BOSWELL & Co., Exeter

TO BE LET, UNFURNISHED.

DEVON (SOMERSET BORDERS).—Attractive RESIDENTIAL SPORTING ESTATE of 676 ACRES, in noted sporting district, comprising medium-sized Residence, beautifully situate, commanding grand views; lounge hall, three reception, twelve bed and dressing rooms, four bathrooms; central heating, acetylene gas; inexpensive grounds; stabling, three cottages, and farmbuildings. The Estate affords excellent rough shooting; hunting with stag and fox hounds.—Sole Agents, RIPPON, BOSWELL & Co., Exeter. –820.)

RENT £465, OR WOULD LET WITH LESS LAND.

BENTALL & HORSLEY,

LAND AND ESTATE AGENTS,

Gerrard 5318 199 PICCADILLY, W. 1.

COUNTRY RESIDENCES WITH LAND AT BARGAIN PRICES.

Full particulars forwarded gratis.

HASTINGS (easy reach of).—Creeper clad and picturesquely gabled; two reception, seven bed, bath; 55 acres grass; model farmery; gas. Pretty little Property. £4,500. Bargain.

CIRENCESTER.—Well-appointed modern RESIDENCE; seven bed, three reception, bath; high, charming views; 55 acres grass; good homestead, cottage. Fishing adjoins. Electric light, central heating. £7,000, or near offer.

BUCKS.—Modern Elizabethan, in perfect order; lounge hall, three reception, ten bed, bath; lodge entrance; model farm, four cottages; 60 acres beautifully timbered park; electric light, electrically pumped water; only eighteen miles of London. £10,000. Bargain, under exceptional circumstances.

CHELTENHAM.—Pretty little stone-built RESIDENCE; two reception, six bed, bath; 50 acres old grassland; capital buildings; Company's water. No tithe payment. £4,500 only.

SURREY (25 miles out).—Georgian RESIDENCE; seven bed, three panelled reception, bath; nearly 130 acres grass; complete farmbuildings, two cottages; Company's water. £10,000.

TUNBRIDGE WELLS AND HASTINGS (between).—Very pretty half-timbered and tiled RESIDENCE; twelve bed, four reception, bath; lodge; high, lovely views; prettily timbered grounds; two cottages; stabling; electric light, Co.'s water, central heating; meadowland, seventeen acres. £6,500 only; open to offer.

SALISBURY (few miles).—Established old-world COUNTRY HOUSE; four reception, thirteen bed, bath; quite secluded, lovely old grounds; seventeen acres good meadows, bounded TROUT STREAM; farmery, two cottages; electric light, central heating. £8,000, Freehold.

HASLEMERE (grand position, high ground, magnificent views).—Lounge hall, four reception, eleven bed, two baths; beautifully secluded but not isolated; 45 acres miniature park; cottage, stabling, farmery; electric light, Company's water, central heating. £8,500 only. One of the greatest bargains on offer.

CHICHESTER.—Gentleman's COUNTRY RESIDENCE and home farm; four reception, eight bed, bath; lodge entrance; good farmhouse and model farm, 68 acres; Company's gas and water. Executors desire early Sale. £9,250; open offer.

WILTS (V.W.H. and Duke of Beaufort's).—Very comfortable old-fashioned COUNTRY RESIDENCE; three reception, eight bed, bath; two cottages, farm homestead; 24 acres wonderfully rich land; Company's water, central heating. £4,500.

ONE-AND-A-HALF HOURS NORTH.—Lovely old mellowed red-brick RESIDENCE, partly Queen Anne; inner hall, four reception, billiard, fifteen bed, bath; grand old high-hedged grounds and park, 35 acres; stabling, model farmery, cottage; gravel soil. £7,500, open offer. Owner anxious to Sell, having no further use for same.

FULL DETAILS of the above Properties will be forwarded on application to the Agents, BENTALL & HORSLEY, 199, Piccadilly, London, W. 1.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

BY DIRECTION OF G. H. BEATON, ESQ., O.B.E.

SOUTH DEVON

Six miles from Dartmouth, nine miles from Totnes, thirteen miles from Torquay, six-and-a-quarter miles from Kingswear Station (all on the G.W. Ry). Four-and-three-quarter hours from Paddington.

THE RESIDENTIAL, AGRICULTURAL AND SPORTING ESTATE,

SHEPLEGH COURT

SITUATED IN THE PARISHES OF BLACKAWTON AND SLAPTON AND EMBRACING AN AREA OF ABOUT

473 ACRES

AND INCLUDING A MEDIUM-SIZED

RESIDENCE,

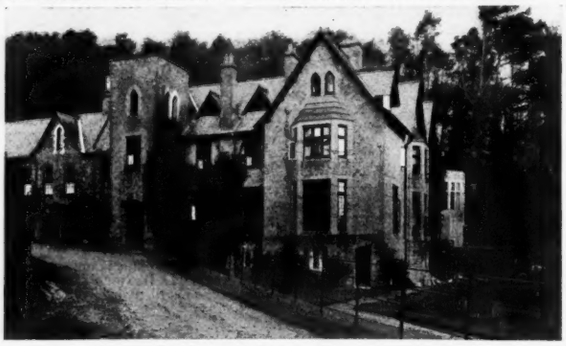
erected 60 years ago, and built of Devon Coru stone and slate on rock foundations; facing south, commanding beautiful views of undulating country, and containing

Reception hall, five entertaining rooms, billiard room, eleven principal bed and dressing rooms, four servants' bedrooms, four bathrooms, and domestic offices.

STABLING FOR FIVE HORSES.
COMMODIOUS GARAGE.
ELECTRIC LIGHT FROM OWN WATER POWER.
MODERN DRAINAGE.
ABUNDANT WATER SUPPLY.

THE PLEASURE GROUNDS

form a miniature park with sloping lawns and terraced gardens, tennis lawn; gardener's cottage.



SHOOTING. FISHING. HUNTING.

THE AGRICULTURAL HOLDINGS

comprise

THREE WELL-EQUIPPED FARMS WITH COTTAGES AND WOODLANDS.

To be offered for SALE by AUCTION

AT THE QUEEN'S HOTEL, TORQUAY, ON FRIDAY, FEBRUARY 11TH, 1921, at 11.30 a.m. (unless previously Sold Privately), as a whole, or in Lots as under:

Lot 1.	Sheplegh Court	70 Acres
Lot 2.	Clovelly and Forder Farms ..	167 ,,
Lot 3.	Lower and Middle Abbotsleigh Farms	151 ,,
Lot 4.	Higher Abbotsleigh Farm ..	82 ,,

Solicitors, Messrs. JOHNSON, WEATHERALL, STURT & HARDY, 7, King's Bench Walk, Temple, E.C. 4; Auctioneers, Messrs. KNIGHT, FRANK and RUTLEY, 20, Hanover Square, W. 1.

BY DIRECTION OF F. A. BROWN, ESQ.

LEICESTERSHIRE

Four miles from the Market Town of Atherstone and Polesworth Railway Station, and nine and ten miles respectively from Tamworth and Nuneaton, L. & N.W. Main Line.

A FREEHOLD AGRICULTURAL AND SPORTING PROPERTY,

SITUATE IN THE PARISHES OF ORTON-ON-THE-HILL AND SHEEPY MAGNA; EXTENDING TO ABOUT

680 ACRES

and comprising

Two capital Residential Holdings, "NEW HOUSE GRANGE," 343 ACRES, and BENN HILL FARM, 242 ACRES, with good houses and well-arranged farmbuildings; also BASSETTS FARM, ORTON, 94½ ACRES. A productive dairy and corn-growing farm.

THE PROPERTIES are situate in the centre of the Atherstone Hunt, and within easy reach of the Meynell, Pytchley, Quorn, and other Packs.

LYING ALSO MIDWAY BETWEEN THE LEICESTERSHIRE AND WARWICKSHIRE COALFIELDS THEY POSSESS MINERAL POSSIBILITIES.

TO BE OFFERED FOR SALE BY AUCTION,

at the RED LION HOTEL, ATHERSTONE, on Tuesday, January 18th, 1921, at 3.30 p.m., as a whole or in three Lots (unless previously Sold Privately).

Solicitor, A. H. SALE, Esq., Atherstone; Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

DEVONSHIRE

TWO MILES FROM EXETER.

FOR SALE BY PRIVATE TREATY, THE FREEHOLD RESIDENTIAL PROPERTY, KNOWN AS

WEAR HOUSE

Including a

COMMODIOUS RESIDENCE,

standing in a

REMARKABLY WELL-TIMBERED PARK,

and containing

FIVE RECEPTION ROOMS,
and
EIGHTEEN BED AND DRESSING ROOMS,
and
ADEQUATE OFFICES.

CENTRAL HEATING.
EXCELLENT WATER SUPPLY.
GOOD DRAINAGE.

TWO LODGES. GARDENER'S COTTAGE.

MATURED WALLED GARDEN

with

GLASSHOUSES AND ANCIENT PLEASURE GROUNDS.



THE PROPERTY,

which has

IMPORTANT ROAD FRONTAGES,

includes some FIRST-CLASS PASTURES. PRODUCTIVE ARABLE AND THRIVING PLANTATIONS; the whole being

134¼ ACRES IN EXTENT.

PRICE (INCLUDING TIMBER),

£10,000.

Or the

Residence, two lodges, cottage, gardens, pleasure grounds, and parkland, nearly 80 ACRES in extent,

£7,500.

A MODEL DAIRY FARM ADJOINING, OF 129 ACRES, with a CAPITAL RESIDENCE AND NEW MODEL FARMBUILDINGS may also be PURCHASED if required.

Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

BY DIRECTION OF THE METROPOLITAN RIFLE RANGE CO., LIMITED, UNDER THE ORDER OF THE COURT OF CHANCERY.

MIDDLESEX AND BUCKINGHAMSHIRE

With Wraysbury Station (L. & S.W. Ry.) and Runemede Station (G.W. Ry.) on the borders of the Estate.

THE IMPORTANT AND VALUABLE FREEHOLD AND PART LEASEHOLD PROPERTY,

known as the

RUNEMEDE RIFLE RANGES

(AS A GOING CONCERN), comprising an area of about

802 ACRES

for Shooting Practice, with all kinds of small arms and Machine Guns, for which there are

TWO BUTTS WITH 106 TARGETS,

with Firing Points up to 1,200 yards, and a Firing Line of about two miles, with a SPACIOUS PAVILION OR CANTEEN, Ammunition Magazines; and

YEOVENEY MANOR FARM,

WITH A GOOD RESIDENCE, EXTENSIVE HOMESTEAD, COTTAGES, ETC.

TO BE OFFERED FOR SALE BY AUCTION AS A WHOLE in the Hanover Square Estate Room, on Thursday, January 6th, 1921, at 2.30 p.m. (unless previously Sold Privately).

Solicitors, Messrs HUNTER & HAYNES, 9, New Square, Lincoln's Inn, W.C. 2; Messrs. LE BRASSEUR & OAKLEY, 40, Carey Street, W.C. 2.
Secretary, G. MORTIMER, Esq., Runemede Rifle Ranges, Staines.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

KNIGHT, FRANK & RUTLEY,
AND
WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xiv., xv. and xxiv. to xxvii.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

LANARKSHIRE

CONVENIENT TO EDINBURGH AND GLASGOW.

THE ATTRACTIVE RESIDENTIAL AND AGRICULTURAL ESTATE OF

GARRION

SITUATED ON THE BANKS OF THE CLYDE AND EXTENDING TO ABOUT

54½ ACRES.

GARRION TOWER, which is delightfully situated on an eminence overlooking the river, is a very comfortable and well-appointed Residence, about one mile from Dalserf and Overtoun Stations, and two-and-three-quarter miles from Wishaw. The House is of considerable historic interest, but has been recently restored and enlarged, and fitted with every modern convenience. ACCOMMODATION: Entrance hall, panelled dining and drawing rooms, oak-panelled library, billiard room, eight bed and dressing rooms, four bathrooms, four servants' bedrooms, and ample domestic offices; electric light, telephone, modern drainage. Old flower garden with herbaceous border, fruit orchard, kitchen garden, and glasshouses, tennis court. The GROUNDS are tastefully laid out and very well timbered; garage for five cars and stabling for two horses. Small home farm with suitable farmhouse and buildings, three cottages. Trout fishing, boating, and bathing in the Clyde; rough shooting over the Property. Rental (including assessed rent of Garrion Tower, etc.), £203 per annum. Public Burdens, £55 13s. 3d. per annum.

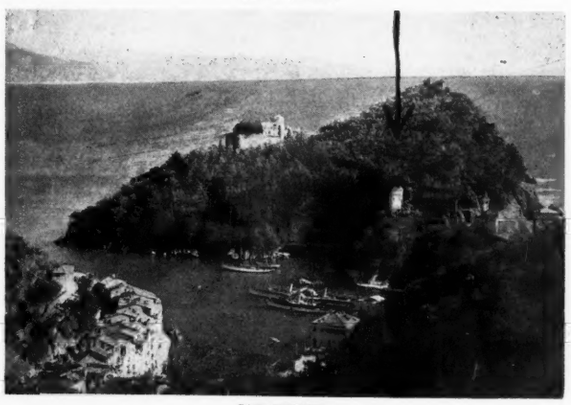
TO BE OFFERED FOR SALE BY AUCTION AT AN EARLY DATE (UNLESS PREVIOUSLY SOLD PRIVATELY).

Printed particulars are being prepared, and when ready may be had from the Auctioneers.

Solicitors, Messrs. MACLAY, MURRAY & SPENS, 169, West George Street, Glasgow; Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1, Edinburgh, and Glasgow.



THE CASTELLO.



SAN GIORGIO.

ITALIAN RIVIERA

THE WELL-KNOWN

CASTELLO OF PORTOFINO

ABOUT THREE MILES FROM SANTA MARGHERITA, OCCUPYING A DELIGHTFUL POSITION WITH EXCELLENT VIEWS OF THE MEDITERRANEAN.

The Castello is beautifully furnished, and contains

DRAWING ROOM, DINING ROOM, MORNING ROOM, BILLIARD ROOM, FIVE PRINCIPAL BEDROOMS, THREE SERVANTS' ROOMS, AND USUAL OFFICES.

THE GROUNDS OF ABOUT

20 ACRES

consist of the hill on which the Castello stands, and include vineyards and terraces running down to the sea with several secluded bathing places.

PRIVATE JETTY FOR BOATS. GARDENER'S COTTAGE.

SAN GIORGIO

IS SITUATED IN THE GROUNDS OF THE CASTELLO, AND IS WELL FURNISHED THROUGHOUT.

Contains

DRAWING ROOM, DINING ROOM, TWO LARGE BEDROOMS, THREE OTHER BEDROOMS, AND THREE SERVANTS' ROOMS. ELECTRIC LIGHT. USUAL OFFICES.

PRIVATE JETTY FOR BOATS, AND LANDING PLACE IN THE CASTELLO GROUNDS.

THE TWO PROPERTIES WOULD BE SOLD FREEHOLD, together, or WOULD BE LET FURNISHED FOR THE SEASON, OR LONGER, at

60 GUINEAS PER MONTH FOR "THE CASTELLO," and
30 GUINEAS PER MONTH FOR "SAN GIORGIO."

Agents, KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1. (F. 4148 and F. 4149.)

PRELIMINARY ANNOUNCEMENT.

BY DIRECTION OF THE TRUSTEES OF WILLIAM BROWN, ESQ.

MORAYSHIRE

THE RESIDENTIAL PROPERTY OF

DUNKINTY, ELGIN

THIS IMPORTANT RESIDENCE is situated about one mile of the town of Elgin, and has a southern and western exposure. It is substantially built and in good repair, and contains five public rooms, nine bed and two dressing rooms, bathroom (h. and c.), kitchen, and servants' accommodation; four-stalled stable and loose box, harness room, etc., garage for two cars, chauffeur's cottage (seven rooms and kitchen); byre for four; walled-in fruit and vegetable gardens, tennis lawn, grass park, and timbered grounds of about

20 ACRES:

GOLF, SHOOTING, AND FISHING IN THE NEIGHBOURHOOD.

MORAYSHIRE IS UNRIVALLED FOR THE MILDNESS OF ITS CLIMATE.

TO BE OFFERED FOR SALE BY AUCTION AT AN EARLY DATE (UNLESS PREVIOUSLY DISPOSED OF PRIVATELY).

Solicitor, E. D. JAMESON, Esq., LL.B., Bank of Scotland Chambers, Elgin; Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1., and Edinburgh and Glasgow.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

SOUTH WALES

Within a mile of station and village; three miles from important town and commercial centre.

FOR SALE BY PRIVATE TREATY WITH VACANT POSSESSION:



A RESIDENTIAL PROPERTY

comprising a well appointed House, substantially built, and containing entrance hall, three reception and billiard rooms, eleven bed and dressing rooms, two bathrooms, and usual offices.

ELECTRIC LIGHT. COMPANY'S WATER. TELEPHONE.
STABLING. LODGE. GARAGE.

INEXPENSIVE PLEASURE GARDENS.

TENNIS LAWN. KITCHEN AND FRUIT GARDEN,
of about

TWO ACRES.

CLOSE TO GOLF LINKS.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W.1, (12,624.)

UNDER 12 MILES NORTH OF LONDON

MAIN LINE STATION.

FOR SALE,
FREEHOLD RESIDENTIAL PROPERTY OF
SIX-AND-A-HALF ACRES.



Well-built RESIDENCE, containing four reception rooms, billiard room; ten principal bed and dressing rooms, servants' rooms, and three bathrooms.

ELECTRIC LIGHT. COMPANY'S WATER AND GAS.

CENTRAL HEATING.

Stabling. Two garages and cottage. Another cottage if required.

TERRACED GROUNDS, GRASS AND HARD TENNIS COURT, KITCHEN GARDEN AND PADDOCK.

RURAL SITUATION COMMANDING FINE VIEWS.

Full particulars of the Sole Agents Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1. (9576.)

BY DIRECTION OF EXECUTORS

"MILTON HEATH"

DORKING.

A RESIDENTIAL PROPERTY OF 22 ACRES,

occupying a bracing situation with extensive and beautiful views.



It comprises a substantial brick and slated Residence, approached from the road by a winding drive with Lodge entrance, and containing

LOUNGE HALL, FOUR RECEPTION ROOMS, BILLIARD ROOM,
EIGHTEEN BED AND DRESSING ROOMS,
BATHROOM AND OFFICES.
STABLING. TWO GARAGES. CHAUFFEUR'S COTTAGE.
ELECTRIC LIGHT. COMPANY'S WATER AND GAS.

Inexpensive gardens with tennis and pleasure lawns. Undulating pastureland.

For Sale by Private Treaty, with possession on completion

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1. (12,456.)

CHESHIRE

A SHORT DISTANCE FROM POYNTON STATION; five miles from Stockport and eleven from Manchester.

THE FREEHOLD RESIDENTIAL ESTATE,
known as

POYNTON TOWERS



comprising

A XVITH CENTURY MANSION,

modernised and enlarged, and containing lounge hall, five reception rooms, billiard room, fourteen or nineteen bed and dressing rooms, three bathrooms, and offices.

CENTRAL HEATING. ELECTRIC LIGHT.
Stabling for seven horses. Garage for five cars. Four cottages. Lodge entrance.

PARK, TENNIS LAWNS, FISH POND,
and well-kept gardens, together with POYNTON LAKE covering SEVENTEEN ACRES; the whole embracing about

132 ACRES,

and possessing extensive frontages to good roads.

FOR SALE BY PRIVATE TREATY.

Sole Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

KNIGHT, FRANK & RUTLEY,
AND
WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
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Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 „ Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xiv., xv. and xxiv. to xxvii.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

NEAR OXFORD.



MODERN RESIDENCE, in excellent order, standing high on limestone rock and gravel soil, facing south and commanding good views.

LOUNGE HALL, DINING AND DRAWING ROOMS, EIGHT BEDROOMS, BATHROOM, ETC.

ELECTRIC LIGHT. GAS.

MAIN DRAINAGE AND WATER.

Stabling and garage.

Pretty garden, stone terrace with early English balustrade. Large paddock.

TWELVE ACRES.

PRICE, FREEHOLD, £5,000

(12,377.)

SURREY.

NEAR LEITH HILL.



MODERN RESIDENCE, brick built and weather tiled with tiled roof, situated 550ft. above sea level on sandy soil; lounge hall, three reception rooms, eleven bed and dressing rooms, two bathrooms, etc.; Company's water; garage, stabling, man's room, etc.; tennis court, herbaceous borders, rock garden, pergola, kitchen garden, meadow and arable land; in all over thirteen acres.

PRICE, FREEHOLD, £6,500. (1392.)

DEVONSHIRE.

1,000FT. ABOVE SEA LEVEL.



A FREEHOLD PROPERTY OF 324 ACRES. The House is brick built and slated, faces south and west, and is approached by a long drive with lodge; three reception rooms, conservatory, seven bed and dressing rooms, bathroom, etc.; modern drainage; stabling for three, garage, cottage; kitchen garden, lawns, woodland walks, etc.; farmhouse and range of buildings.

PRICE £7,000. (12,641.)

WEALD OF KENT:

BETWEEN ASHFORD AND TENTERDEN.

OLD-FASHIONED RESIDENCE, well planned and appointed, and containing a quantity of fine old interior oak timbering. It is brick built and weather tiled, faces S.E., and contains three reception rooms, five bedrooms, three attics, bathroom, etc.; Company's water, acetylene gas, central heating, modern drainage; stabling and garage, cottage. Old gardens and grounds of TWO ACRES.

PRICE, FREEHOLD, £4,200. (12,643.)

WALTON HEATH

(NEAR).

600FT. UP. SOUTH ASPECT.

AN ATTRACTIVE RESIDENCE, brick built, rough cast with tiled roof; three reception rooms, seven bed and dressing rooms, bathroom, etc.; electric light, Company's water, telephone; garage for two, loose box, piggeries; tennis and croquet lawns, pergolas, orchard, and two paddocks; in all about TWELVE ACRES.

PRICE, FREEHOLD, £5,500. (8167.)

SURREY, WEYBRIDGE.

MODERN RESIDENCE, containing three reception rooms, billiard room, eight bedrooms, bathroom, etc.; stabling for four, garage, etc.; gas and electric light. Secluded garden and rose pergola, fruit and kitchen garden, and

ONE ACRE PADDOCK.

PRICE, FREEHOLD, £3,750. (12,334.)

KENT.

ONE-AND-A-HALF HOURS FROM LONDON.

MODERN RESIDENCE, built of stone, brick and tile, partly covered in creepers; hall, four reception rooms, six bedrooms, and bathroom; Company's water and telephone; stabling, and ample outbuildings; water mill and pond; two cottages. The land extends to 24 ACRES, and include cherry, apple, and plum orchards, arable and pasturelands, etc.

PRICE, FREEHOLD, £5,000. (12,110.)

WILTS.

BETWEEN DEVIZES AND CHIPPENHAM.

STONE-BUILT RESIDENCE, 250ft. above sea level, approached by two carriage drives with lodges; four reception rooms, sixteen bed and dressing rooms, two bathrooms; stabling for eight, three cottages, farmbuildings. Matured and inexpensive pleasure grounds and meadows of

NINETEEN ACRES.

PRICE, FREEHOLD, £5,000. (8049.)

SUSSEX, CROWBOROUGH.

800FT. UP. SANDY SOIL.

A MODERN STONE-BUILT AND HALF TIMBERED RESIDENCE, with tiled roof, situated within quarter-of-an-hour of good golf links, pine woods adjoin; three reception rooms, billiard room, ten bed and dressing rooms, bathroom, etc.; gas and Company's water, main drainage, telephone; heated garage for three cars; tennis lawn, pine walks, summerhouse, kitchen garden, two acres of woods.

PRICE WITH FOUR ACRES, £5,000; OR WITH TWO ACRES, £4,100. (11,074.)

NEWBURY.

GRAVEL SOIL. SOUTH-EAST ASPECT.

AN OLD-FASHIONED RESIDENCE, situated three minutes from a station, and two-and-a-half miles from Newbury Station; lounge hall, three reception rooms, conservatory, six bedrooms, bathroom (h. and c.); oak furniture, some genuine Jacobean; acetylene gas, good water supply; garage and stabling; full-sized tennis lawn, ornamental lawns, rosery, poultry houses, etc. (an adjoining paddock of one acre is rented). Golf. Hunting with Craven Hounds. PRICE £4,250, INCLUDING FURNITURE. (12,697.)

HORSHAM.

(TWO-AND-A-HALF MILES FROM).

ADJOINING 18-HOLE GOLF LINKS.

A FREEHOLD PROPERTY of over SIX ACRES on the edge of St. Leonard's Forest. The stone-built House faces south and commands good views; two reception rooms, dairy, six bedrooms, bathroom, etc.; stabling and farmery, two cottages; well-timbered grounds, rose pergola, kitchen garden, orchard, and meadow.

PRICE £3,500. (12,577.)

SOMERSETSHIRE.

JACOBEAN HOUSE, of considerable interest, built of stone with tiled roof and mullioned windows, situated 300ft. above sea level, with views over the Blackmore Vale. It contains a quantity of old oak panelling, oak beams, and a fine oak staircase; three reception rooms, nine bedrooms, bathroom; Company's gas and water, main drainage; stabling for five, garage. Smaller Residence. Picturesque gardens of TWO ACRES. PRICE, FREEHOLD, £5,750, or without the SECONDARY HOUSE, £4,750. (10,629.)

TWO HOURS FROM LONDON.

ONE MILE R.C. CHURCH.



OLD-FASHIONED RIVERSIDE COTTAGE, built of stone and brick, creeper-clad, and commanding extensive views; lounge hall, two reception rooms, eight bedrooms, bathroom.

ELECTRIC LIGHT.

Stabling for three and garage; old-world gardens of about one acre; tennis and other lawns, pergola, walled-in kitchen garden, water garden.

PRICE, FREEHOLD, £3,500. (12,437.)

COTSWOLD HILLS.

Two miles from a station. Five miles from Evesham.



OLD STONE-BUILT AND TILED RESIDENCE, 500ft. above sea level; entrance hall, dining and drawing rooms, ten bed and dressing rooms, bathroom, servants' hall, etc.; petrol air gas, Company's water; garden of about three-quarters of an acre, including tennis lawn, flower beds, fruit and kitchen garden. Hunting with the North Cotswold, Cotswold and Heythrop Foxhounds. Three miles from golf links.

PRICE £2,250. (11,375.)

WEST SUSSEX.

Three miles from a market town. Half-a-mile from a station.



OLD HOUSE, with oak beams, standing on grave soil and partly creeper clad; built of flint and brick It contains three reception rooms, six bedrooms, bathroom etc.; stabling, garage, cottage. Grounds of three acres, including well-stocked garden, orchard and meadow. Two-and-a-half miles from golf links. Hunting with Lord Leconfield's Hounds.

PRICE, FREEHOLD, £3,000. (12,506.)

KNIGHT, FRANK & RUTLEY,
AND
WALTON & LEE.

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41. Bank Street, Ashford. Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xiv., xv. and xxiv. to xxvii.)

Telegrams:
"Estate, c/o Harrods, London."
Branch Office: "West Byfleet."

HARRODS Ltd.

62 & 64, BROMPTON ROAD, LONDON, S.W. 1
(OPPOSITE MESSRS. HARRODS LTD., MAIN PREMISES).

Telephone Nos.
Western One (85 Lines).
Telephone: 149 Byfleet.

FIRST-RATE YACHTING

Occupying a beautiful position on an eminence, commanding delightful views to the South over the whole sweep of TOR BAY.



GRANITE-BUILT HOUSE

on solid rock foundation, comfortable and thoroughly dry. The well-arranged accommodation, on two floors only, consists of

FOUR LOFTY RECEPTION ROOMS, LOUNGE HALL, THIRTEEN BED AND DRESSING ROOMS, BATHROOM (h. and c.), SEVERAL W.C.'S, COMPLETE DOMESTIC OFFICES, INCLUDING SERVANTS' HALL.

COMPANY'S GAS AND WATER, MAIN DRAINAGE AND TELEPHONE.

HOT WATER CIRCULATOR.

GARDENS AND GROUNDS OF ABOUT AN ACRE.

Inspected and recommended as the best-built house in Torquay.

EARLY SALE DESIRED. MODERATE PRICE.

Full details of Messrs. HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

SEVENOAKS

OVERLOOKING THE WEALD OF KENT, AND ENJOYING A PANORAMA OVER 30 MILES.



AN ATTRACTIVE RESIDENCE,

APPROACHED BY TWO CARRIAGE DRIVES,

and containing

THREE RECEPTION, SEVENTEEN BED AND DRESSING ROOMS, BATHROOM.

EXCELLENT OFFICES, INCLUDING SERVANTS' HALL.

GAS. CO.'S WATER. TELEPHONE. STABLING FOR THREE.
GARAGE. TWO COTTAGES. USEFUL OUTBUILDINGS.

BEAUTIFUL PLEASURE GROUNDS,

with terraced walks and lawns, two tennis courts, croquet lawn, bowling green, rockery, productive kitchen garden and orchard, together with valuable grassland;

in all

ABOUT 40 ACRES: FOR SALE, FREEHOLD.

Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

RADLETT AND ELSTREE

Enjoying the charms of the country with all the conveniences of a Town house; 30 minutes' drive, in a perfectly rural situation, with fine views in every direction.



PICTURESQUE AND BEAUTIFULLY APPOINTED RESIDENCE, about 400ft. above sea level, and within a few minutes' walk of a railway station and village. Contains

Entrance hall 25ft. by 18ft., four excellent reception rooms, fine winter garden, fifteen bed and dressing rooms, three bathrooms, very convenient offices.

CENTRAL HEATING. 'PHONE. CO.'S WATER. GAS, ETC.

FULLY MATURED PLEASURE GROUNDS

in first-rate order, adorned with fine forest trees and shrubs, tennis and croquet lawns, well-stocked orchard, fruit and kitchen gardens, woodland and rich grassland; the whole extending in all to about

30 ACRES.

Adjoining and overlooking a nobleman's park.

Motor garage. Coach-house. Stabling. Brick and tiled cottage, etc.

PRICE, FREEHOLD, £15,000.

Personally inspected and strongly recommended.—HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

BROADWAY

IN THIS FAVOURITE DISTRICT, HIGH UP ON THE OUTSKIRTS OF THE OLD VILLAGE.



FOR SALE, XVIITH CENTURY COTSWOLD STONE-BUILT RESIDENCE, containing

SIX OR SEVEN BED AND DRESSING ROOMS,
HALL, TWO LARGE RECEPTION ROOMS, BATHROOM,
AND GOOD OFFICES.

GARAGE. AMPLE STABLING.
ELECTRIC LIGHT. GOOD WATER AND DRAINAGE.

EXTREMELY ATTRACTIVE GROUNDS,

with large kitchen garden, orchard, herbaceous borders; in all TWO ACRES.

PRICE £5,000, FREEHOLD.

Sole Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

(Advertisements continued on page xvii.)

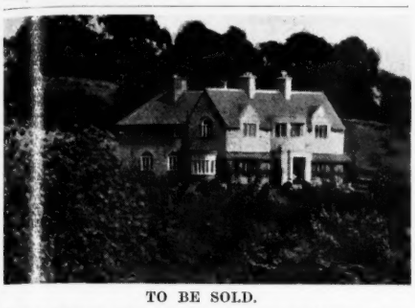
MESSRS. YOUNG & GILLING

(Established over a Century).
LAND AND ESTATE AGENTS, CHELTENHAM.
Telegrams: "Gilling, Cheltenham." Telephone 129.



TO BE LET, FURNISHED, FOR TWO YEARS.

WORCESTERSHIRE (near Malvern; centre of Ledbury Hunt).—The above extremely historical RESIDENCE, comprising the great hall with minstrel's gallery, three reception rooms, five bedrooms (two more can be arranged), bathroom (h. and c.); stabling for three, more by arrangement; well laid-out grounds. 700 acres of rough shooting if desired.—Agents, YOUNG & GILLING, Cheltenham.



TO BE SOLD.

BORDERS OF GLOUCESTERSHIRE AND WORCESTERSHIRE (beautiful situation, 300ft. up, magnificent views; two miles from main line station).—An artistically designed stone-built RESIDENCE, containing lounge hall, two reception rooms, eight bedrooms, bathroom (h. and c.), good domestic offices; garage; petrol gas, excellent water; garden and orchard of three-quarters of an acre.

PRICE £3,000. Vacant possession.

Agents, YOUNG & GILLING, Estate Agents, Cheltenham.



BROADWAY (in this famous old-world village). — To be SOLD, the above picturesque old HOUSE, containing three reception, six bedrooms, dressing and bathroom; stabling; charming garden, etc.—Particulars, price, etc. on application.

MESSRS. YOUNG & GILLING,

SURVEYORS AND AUCTIONEERS,
CHELTENHAM

EWBANK & CO.

LAND AND ESTATE AGENTS, AUCTIONEERS, VALUERS AND SURVEYORS, WEYBRIDGE.
Telephone: Weybridge 62 (2 lines) and private extensions.
Branch Offices: Cobham (Tel. 47) and Addlestone, Surrey.

WEYBRIDGE (Surrey; adjoining St. George's Hill and close to golf links and lawn tennis club).—A well-built detached modern RESIDENCE, partially ivy clad, occupying an open position one mile from main line station; ten bed and dressing rooms, two bathrooms, lounge hall, three reception rooms, billiard room and excellent offices; gas, electric light, telephone, Company's water, main drainage; garage and stabling, rooms over; matured grounds of one acre, extra acre if desired. Vacant possession. Price, Freehold, £5,000. (Folio 3032.)

WALTON-ON-THAMES (station three-quarters of a mile).—Delightful modern detached RESIDENCE of attractive elevation; select position in quiet neighbourhood; containing eight bed and dressing rooms, bathroom, three reception rooms and good offices; electric light, gas, Company's water, telephone, main drainage; motor garage and cycle shed; charming grounds of half-an-acre, more ground if desired. Price, Freehold, only £3,500. House recently redecorated throughout. With vacant possession. (Folio 3877.)

COBHAM (Surrey; adjoining Fairmile Common and the beautiful Oxshott Woods).—Attractive RESIDENTIAL ESTATE of sixteen acres. House contains eleven bed and dressing rooms, two bathrooms, three reception rooms, lounge hall, billiard room, excellent domestic offices, servants' hall; electric light, radiators, Company's water and telephone; ornamental flower and kitchen gardens; garage, stabling, glasshouses, lodge and small farmery; recently redecorated; vacant possession. Price £15,000. Inspected and recommended. (Folio 3914.)

F. L. MERCER & CO.

7, SACKVILLE STREET, PICCADILLY, W. 1.
Telephone: 1579 Regent. Telegrams: "Merceral," London.

One of the prettiest houses in Surrey, designed by Maurice Pocock, and the subject of a special article in "COUNTRY LIFE."

SURREY (25 miles from Waterloo).—CHARMING SMALL RESIDENCE with lattice windows, containing five bedrooms, (each fitted with lavatory basin), bathroom, lounge hall, three reception rooms. GAS, CO.'S WATER. Light soil; garage, farmery; pretty gardens and meadow about

FIVE ACRES.

PRICE, FREEHOLD, £4,500.

INSPECTED AND RECOMMENDED.

TWO SUPERIOR RESIDENTIAL, PLEASURE AND PROFIT FARM BARGAINS IN KENT.

CRANBROOK (easy reach).—Gentleman's attractive Residence; three reception, bath, six bedrooms; pretty gardens; splendid buildings, three cottages; main water and 180 acres (150 being rich park-like pasture). Freehold, £6,500. Possession.

CANTERBURY (near).—Very superior Residence; lounge hall, two reception, bath, seven bedrooms; charming gardens; two cottages, model farmbuildings; main water; 160 acres. Freehold, £6,000. Possession.

A REAL BARGAIN.

CANTERBURY (near).—An exceptionally charming OLD-FASHIONED RESIDENCE, full of oak and panelling, with all modern improvements; hall, handsome drawing room 32ft. by 17ft., dining room, six bedrooms, two bathrooms.
ELECTRIC LIGHT. MAIN WATER.
Stabling, garage, gardener's cottage; pretty pleasure grounds, and about

FOURTEEN ACRES PASTURE.

The Residence is in perfect order, having been entirely decorated this summer.

FREEHOLD, £3,250.

AN INCREDIBLE BARGAIN.

KENT (within easy reach of MAIDSTONE, 'midst glorious country).—An exceptionally well-built picturesque RESIDENCE; lounge hall, four panelled reception rooms, bath, seven bedrooms.
GAS. MAIN WATER.
Stabling, garage, man's rooms; tastefully laid-out pleasure grounds, paddocks, and woodland.

25 ACRES:

High up. Beautiful views. Golf near. Possession.

FREEHOLD, £3,500.

BETWEEN EAST GRINSTEAD AND EDENBRIDGE.



THIS ATTRACTIVE MODERN RESIDENCE occupies an unrivalled position 350ft. up, overlooking delightful country, and contains four large reception rooms, nine bedrooms, bathroom, and complete domestic offices with servants' hall.
GAS. COMPANY'S WATER. SANDY SOIL.
Stabling, garage, farmery and EIGHT-ROOMED COTTAGE. Charming gardens and nearly
40 ACRES OF RICH PASTURE.
A BARGAIN AT £6,500, FREEHOLD.

SURREY

25 miles from London, 'midst lovely country.
400FT. UP. ONE MILE FROM STATION.

Built 30 years ago at a cost of £12,000 and now offered at a remarkably low figure.

THE HANDSOME STONE-BUILT RESIDENCE possesses considerable character and is exceptionally well built and in perfect order. Its position, on the crest of a hill, is unrivalled and it overlooks lovely country.

Nine bed and dressing rooms,
Bathroom.
Lounge hall and gallery staircase,
Three large reception rooms,
Complete domestic offices.
Electric light.
Gas and Co.'s water.
Telephone; gravel soil.
Modern drainage.
Lovely old gardens.

SPLENDID STABLING.

GARAGE FOR TWO CARS. FARMERY.

OLD MATURED GARDENS AND MEADOW; in all nearly FOUR ACRES.

Two picturesque cottages, one with electric light and bath available.

PRICE, FREEHOLD, ONLY £5,000.

Thoroughly recommended from personal knowledge by the SOLE AGENTS, F. L. MERCER & CO., as above.

STUART HEPBURN & CO.

ESTATE AGENTS, SURVEYORS AND AUCTIONEERS,
39 & 41, BROMPTON ROAD, KNIGHTSBRIDGE, S.W. 3 (5 doors West Knightsbridge Tube).
Telephone: 470 Kensington. Telegraphic Address: "Appraisal, Knights, London."



A DELIGHTFUL PIECE OF COUNTRY.

SURREY (between Horsham and Guildford).—Charming HOUSE in excellent condition, with oak beams and inglenook fireplaces; two reception rooms, studio, four bedrooms, bath; central heating gas, Co.'s water, main drainage, and 'phone; good kitchen garden, tennis and croquet lawns. One mile station. Price £4,000.

DAILY REACH OF TOWN.

£110 PER ANNUM.

Situate in a very pretty piece of country.

TO LET, an attractive HOUSE, containing seven bed and dressing rooms, bath, and three reception rooms; main water and drainage, gas, 'phone.

CHARMING GARDEN, AND EIGHT ACRES MEADOWLAND.

LOW PREMIUM FOR LONG LEASE.

OXFORDSHIRE,
WITH LOVELY VIEW OF THE CHILTERNS

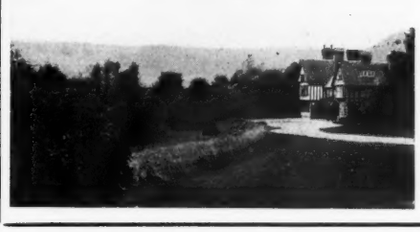
Five bedrooms, bathroom, two reception rooms.
About
ONE-AND-A-HALF ACRES
of garden and meadowland, good kitchen garden.

PRICE £2,000 (OR OFFER).

PHONE: REGENT 381. ESTABLISHED 1840.

GLASIER & SONS

(FORMERLY OF ST. JAMES'S STREET),
CHARTERED SURVEYORS, AUCTIONEERS, VALUERS, LAND, HOUSE AND ESTATE AGENTS.
GRAFTON HOUSE, 12 & 13, GRAFTON STREET, PICCADILLY, W. 1.



BUCKS. ON THE CHILTERNS.
TO BE SOLD WITH 18, 34 OR 265 ACRES.

PARTLY OLD RESIDENCE, dating back to XVIIth century, with undulating and matured grounds; lovely views, 550ft. above sea level; well sheltered, south frontage. Contains fine lounge hall 39ft. by 15ft. 9in., three excellent reception rooms, twelve bed, three dressing, two bathrooms, two staircases, and complete domestic offices; up-to-date fittings; central heating, Company's water; stabling, garage.
TENNIS LAWN. KITCHEN GARDEN.
One mile from station and village, 33 from London.
Hunting with two packs. Near golf links.
For particulars and plans of the House and Estate, apply as above.

Telephone: 1611 and 1612 Regent.

MESSRS. WHATLEY, HILL & CO.

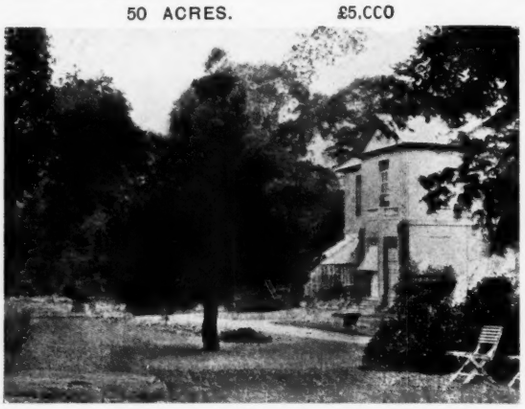
Telegrams: "Whatleying," London.

BETWEEN GUILDFORD AND HORSHAM.



FOR SALE, the above beautiful Tudor COTTAGES (two), for many years occupied as private country residences, in a charming rural district half-a-mile from local station and seven miles from Horsham. The larger Cottage contains sitting hall 20ft. by 15ft. with a fine old Sussex fireplace, smoking room with a small room adjoining, dining room, and the usual domestic offices, five bedrooms, bathroom. The smaller Cottage contains two sitting rooms, two bedrooms and a bathroom. These Cottages are only 20ft. apart, and plans exist to connect them. The total accommodation, if joined as per plan, would be: hall, four sitting rooms, nine bedrooms and two bathrooms; telephone connected; lovely old garden and meadow of four acres.—Inspected and thoroughly recommended. Vacant possession on completion of purchase. Price £4,750 or offer. (Folio 6490.)

50 ACRES. £5,000



ESSEX.—For SALE, the above old Georgian COUNTRY HOUSE, within easy access of two main line stations, whence Liverpool Street is reached in 50 minutes. The House stands high and has views for 20 miles. It is approached by a carriage drive 340yds. in length with lodge at entrance, and contains three sitting rooms, eleven bedrooms, bathroom; stabling, garage and farmbuildings, two cottages (including lodge); charming gardens (two acres), park, woodland and pastureland; in all about 50 acres. Price £5,000. (Folio 6502.)

MESSRS. WHATLEY, HILL & CO., 24 RYDER STREET, ST. JAMES'S, S.W. 1.

'Phone: Mayfair 6443 (2 lines).

GARLAND-SMITH & CO.

Telegrams: "Etatsegent, Phone, London."

100, MOUNT STREET, GROSVENOR SQUARE, W. 1.



SOMERSET

At the foot of the southern slope of the Quantock Hills, in country of exceptional charm and interest.

THIS DELIGHTFUL OLD COUNTRY HOUSE (brought up to date in modern requirements), with most attractive timbered rooms and old original fireplaces, contains three reception and eight bedrooms; stabling; gardens and apple orchards. The special charm of this unique little Property is the gardens and grounds, extending to about nine acres, with a great variety of specimen forest and garden trees, and intersected by a most attractive trout stream. Abundant water supply, modern drainage system.—Full details and price on application to Messrs. GARLAND-SMITH & Co., 100, Mount Street, W. 1.



TO BE SECURED AT A LOW FIGURE

THIS UNIQUE LITTLE SPORTING ESTATE OF 700 ACRES, within two hours of London. GEORGIAN HOUSE with fourteen bedrooms and five reception rooms; approached by two drives through delightful parklands; good stabling, five farms, cottages, etc. Splendid yacht anchorage. Good average bags partridge, pheasants and wild duck. PRICE £18,000, FREEHOLD.—Full details and photos. of Messrs. GARLAND-SMITH & Co., 100, Mount Street, W. 1.

DETAILS OF SEVERAL OTHER COUNTRY PROPERTIES ARE IN THE HANDS OF MESSRS. GARLAND-SMITH & Co., 100, MOUNT STREET, LONDON, W. 1.

AUCTIONEERS AND VALUERS

GEERING & COLYER

LAND AND ESTATE AGENTS.

ASHFORD, KENT (Telephone: Ashford 25.)

LONDON: 2, KING STREET, ST. JAMES'S, S.W. 1. Telephone: Gerrard 3801.

RYE: SUSSEX Telephone: Rye 55.

WILTS, NEAR SWINDON.

Favourite hunting and sporting district.



FOR SALE, with possession, the above charming COTTAGE RESIDENCE, in beautiful situation, with glorious views over the Wiltshire Downs, in first-class order; four bed, bath, two reception, good domestic offices; nice old-world gardens. Freehold, £1,900; or with eighteen acres of pastureland adjoining, £3,000.

SURREY, CATERHAM VALLEY (lovely situation, 700ft. up, extensive views; five minutes station, 40 minutes from London).—Delightful Freehold COUNTRY RESIDENCE, in

PRETTY OLD GARDENS AND GROUNDS

with rose beds, pergolas, shrubberies, etc.; one-and-a-quarter acres; ten bed, two bath, three reception; garage and men's rooms, stabling, two glasshouses; Co.'s water, electric light, gas, central heating. Price £4,200 (part could remain), or might LET, Furnished.

KENT (between Tonbridge and Ashford).—Very attractive COUNTRY RESIDENCE, approached by avenue carriage drive; six bed, bath, entrance hall, two reception, conservatory, etc.; Co.'s water, drainage.

THE GARDENS ARE NICELY LAID OUT,

and include flower and kitchen gardens, tennis lawn, fruit plantation, and meadow; in all about five acres; vacant possession. Freehold, £2,000.

SUSSEX (in lovely country near Tunbridge Wells; 550ft. up; one mile station and pretty village).—For SALE, with possession, charming modern COUNTRY RESIDENCE, approached by long carriage drive; six bed, bath, and three reception.

DELIGHTFUL GROUNDS AND ORCHARD,

one-and-a-half acres; water, gas, telephone. £2,750.

FULL PARTICULARS, GEERING & COLYER, AS ABOVE.

MESSRS. G. H. BAYLEY & SONS

(Established over half-a-century),
LAND AGENTS AND SURVEYORS,
CHELTENHAM SPA. And at BROADWAY, Worcs.

AGENTS FOR PROPERTIES IN THE COTSWOLD, NORTH COTSWOLD, AND W.W.H. DISTRICTS.

Stone-built Residence. 50 acres. Early possession.

GLOUCESTERSHIRE (two-and-a-half miles from important town).—For SALE, a valuable small FARM, comprising attractive stone-built Residence, containing three reception rooms, seven bedrooms, bathroom, usual offices, dairy, etc.; extensive outbuildings and stabling. About 50 ACRES of excellent orcharding and pastureland. No tithe. PRICE £5,000.—Further particulars from BAYLEY'S, Cheltenham. (92.)

GLOS (about three miles from important town).—For SALE, a valuable PASTURE FARM, including OLD BLACK AND WHITE HOUSE, containing five bedrooms, etc.; extensive outbuildings; together with 51 ACRES excellent grassland. No tithe. PRICE £6,000; timber at valuation. Early possession.—Further particulars from BAYLEY'S, Cheltenham. (93.)

BETWEEN CHELTENHAM AND BROADWAY.—For SALE, desirable little PROPERTY, with modern conveniences, one mile from station. Residence contains three reception, six bedrooms, bathroom, etc.; good outbuildings, including stabling for four and garage, greenhouses, two-roomed bungalow; tennis lawn, flower and kitchen gardens, and small paddock; in all about TWO ACRES. Modern drainage, good water supply, petrol gas. PRICE £2,900. Early possession.—Further particulars from BAYLEY'S Cheltenham. (94.)

ESTATE OFFICES: 4, Promenade, Cheltenham, and at Broadway, Worcs.

SOUTH DORSET.—For SALE, with vacant possession, charming Georgian RESIDENCE, one-and-a-half miles from Weymouth Station; ten bed and dressing rooms, two bath, three reception, day nursery, good domestic offices, conservatory; garage; tennis lawn, well-stocked gardens; one-and-a-half acres; electric light, Company's water. Low rates. Price £4,000.—Apply TALBOT, Auctioneer, Weymouth.

LAND AND ESTATE AGENTS,
Telephone 21.

ESTABLISHED 1812.
GUDGEON & SONS
WINCHESTER.

AUCTIONEERS AND VALUERS.
Telegrams: "Gudgeons."

NEW FOREST



TO BE SOLD, this charming BIJOU RESIDENCE, containing lounge hall, two reception rooms, six bedrooms, bathroom, etc.; telephone; well-matured grounds with tennis lawn, kitchen garden and orchard; two-and-a-half acres; gravel soil.

PRICE £4,600.

An additional two-and-a-half acres can be obtained.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 242.)

SOUTH HANTS



TO BE SOLD, a choice RESIDENTIAL ESTATE with old-fashioned Residence, on high ground; four reception rooms, ten bedrooms, two bathrooms; acetylene gas; beautiful old-world pleasure grounds and kitchen garden; stabling and garage. Two farms, farmhouse and five cottages, and a total area of about

20 ACRES. PRICE £6,000.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 271.)

---

adjoining golf links and in a good hunting district.

SOUTH HAMPSHIRE.

On high ground near a pretty village, and three miles from market town.

TO BE LET, UNFURNISHED, a picturesque old-fashioned RESIDENCE with southern aspect, containing four reception rooms, eleven bed and dressing rooms, bathroom, servants' hall, excellent offices; electric light; stabling and garage, small farmery, two cottages. Beautifully timbered pleasure grounds and park-like pastures, prolific kitchen garden.

40 ACRES.

NOTE.—The Residence is in excellent repair throughout and fit for immediate occupation.

RENT £175 PER ANNUM.

A moderate premium in consideration of electric light installation, etc., would be required.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 274.)

HANTS.

In a favourite locality, close to old-world village and station, and one-and-a-half miles from town.

TO BE LET, UNFURNISHED, a charming COUNTRY PROPERTY with a most attractive Residence, occupying a healthy position and all conveniences close at hand.

Four reception rooms, twelve bed and dressing rooms, bathroom, servants' hall, capital offices.

THE PLEASURE GROUNDS are very attractive, with tennis and croquet lawns, etc., kitchen garden and greenhouse. There is a capital meadow and the Property is well timbered.

FIVE ACRES.

RENT £160 PER ANNUM.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 273.)

360FT. ABOVE SEA LEVEL.

HAMPSHIRE.

Within easy access of good town and near the renowned Meon Valley district.

TO BE LET, UNFURNISHED, a stately old-fashioned RESIDENCE, containing

Lounge hall, three reception rooms, twelve bed and dressing rooms, bathroom.

OLD-WORLD GARDENS AND GROUNDS and rich pasturelands; good kitchen garden with glasshouse. Excellent stabling and cottage.

NINETEEN ACRES.

RENT £200 PER ANNUM.

A capital Home Farm with house, two cottages and additional land adjoining can be purchased.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 25.)



BUCKS. NEAR STOKE POGES

TWELVE MINUTES IN MOTOR TO STATION ON THE G.W. RY.
PADDINGTON IN 25 MINUTES.
GRAVEL SUBSOIL. SOUTH ASPECT. ALTITUDE 300FT.
FIVE MILES FROM WINDSOR.

TO BE SOLD.

A CHARMING FREEHOLD COUNTRY PROPERTY with views of Windsor Castle. A remarkably good copy of an old Tudor Mansion of red brick, with stone dressings and mullions, gabled roof: approached through a double lodge or gatehouses with brick and massive oak half-timber walls, forming a most imposing archway at the entrance of an avenue of trees, terminating in woodlands.

THE MANSION contains

SIXTEEN BED AND DRESSING ROOMS, WITH BATH-ROOMS, ENTRANCE HALL AND FOUR RECEPTION ROOMS, GOOD DOMESTIC OFFICES AND SERVANTS' QUARTERS.

Garage and chauffeur's rooms. Stabling.

CHARMING GROUNDS

with tennis and croquet lawns, kitchen garden. Model farmbuildings with about 50 acres of parkland.

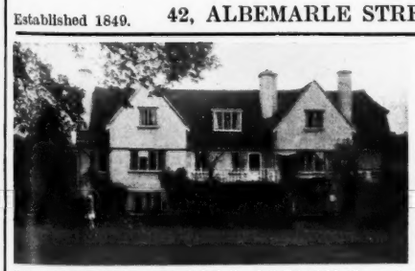
ELECTRIC LIGHT. TELEPHONE.

POSSESSION ON COMPLETION OF THE PURCHASE.

Full particulars of W. B. MASON, Estate Agent, Windsor.

SWAIN & HUNNYBUN

Established 1849. 42, ALBEMARLE STREET, PICCADILLY, W.1. 'Phone: Regent 40.



"SANDROYD CLOSE," COBHAM (Surrey).—This exceptionally well designed RESIDENCE, in a choice position in the lovely Oxshott district, facing south, containing three reception rooms opening on to a broad and sunny loggia, eleven bedrooms, three bathrooms; electric light, telephone; garage for two cars; pretty grounds of one-and-a-half acres. To be SOLD by AUCTION on February 9th next (unless previously disposed of by Private Treaty).—Particulars from SWAIN and HUNNYBUN, as above.

"KINGSWOOD," SHORTLANDS, KENT.

Within a few minutes' walk of Shortlands and Bromley Stations.

AN EXCEPTIONALLY WELL-BUILT DOUBLE FRONTED HOUSE,

standing in its own grounds.

Nine bed and dressing rooms, bathroom, three reception rooms, billiard room, winter garden, well-planned domestic offices.

Stabling for three horses, coach-house with two rooms above.

COMPANY'S WATER. GAS. MAIN DRAINAGE. Electric light available.

PICTURESQUE AND WELL-SHADED GROUNDS of ONE-AND-THREE-QUARTER ACRES, including tennis lawn, kitchen gardens, greenhouses, etc.

FOR SALE.

by Private Treaty or by AUCTION early in January.

For price and further particulars apply SWAIN and HUNNYBUN, as above.

MESSRS. RUMSEY & RUMSEY,

AUCTIONEERS AND ESTATE AGENTS,
PARKSTONE, DORSET.
And at Bournemouth, Broadstone and Canford Cliffs.



WITH VACANT POSSESSION.

BOURNEMOUTH (within three miles).—Detached BIJOU RESIDENCE on high ground, close to golf links, and within easy access of trams and station. Accommodation: Hall, two reception rooms, kitchen, usual offices, three bedrooms, bath, and w.c. *N.B.*—The floors of hall, drawing and dining rooms are oak, also staircase, while two bedrooms are fitted with lavatory basins. Nicely laid-out garden about one-third of an acre, well stocked with fruit trees. Price, including fittings, £2,000, Freehold, or near offer.—Apply Parkstone Office.

Telephone: 1307 (3 lines).

HANKINSON & SON

Telegrams: "Richmond," Bournemouth.

BOURNEMOUTH, HANTS, AND AT CAMBERLEY, SURREY.



NEW FOREST, HANTS

RESIDENTIAL ESTATE

of very attractive character, comprising picturesque and well-appointed

FAMILY RESIDENCE in a BEAUTIFUL PARK, together with

HOME FARM, DOWER HOUSE, FIVE COTTAGES, FARMHOUSE, MODEL COWHOUSES, ETC.

Electric light. Main drainage. Co.'s water.

TOTAL AREA 130 ACRES.

FOR SALE, FREEHOLD, AT LOW PRICE.

SOUTH DEVON



COMMANDING EXTENSIVE VIEWS.

BEAUTIFULLY FURNISHED UP-TO-DATE RESIDENCE, in LOVELY GROUNDS; billiard room, three reception, nine bed, three bathrooms; stabling, garage, two cottages; electric light, main water, central heating, telephone.

TO LET, FOR EIGHTEEN MONTHS (or less).

RENT THIRTEEN GUINEAS PER WEEK.

ALSO FOR SALE, FREEHOLD, with 60 ACRES grassland and orchards and three cottages.

FARMS

HANTS.—MIXED FARM, 238 ACRES. Well-timbered Farmhouse and buildings, two cottages. £7,500. Possession.

DORSET.—Good MIXED FARM, 1,000 ACRES. Healthy sheep and dairy land. Good House and buildings. Possession Michaelmas, 1921. £11,000.

80 ACRES SOUND DAIRY LAND. Small stone-built Farmhouse. Good buildings. £4,000. Possession Lady Day.

NEAR WEYMOUTH AND DORCHESTER. Comfortable House and suitable buildings. GRAZING FARM, 117 ACRES. Immediate Possession. PRICE (including ingoing) £9,000.

NEAR BLANDFORD. SHEEP, CORN AND STOCK FARM, 275 ACRES. Old Manor House, cottages and buildings. Immediate Possession. PRICE £7,000.



SURREY

30 minutes from Town by rail.

HIGH POSITION. NEAR TWO GOLF COURSES.

VERY ATTRACTIVE MODERN RESIDENCE.

Three reception, eight bed and dressing rooms, bathroom. Garage.

Electric light and gas, main drainage, excellent water.

One-and-three-quarter acres tastefully laid-out grounds.

FOR SALE, with possession.

PRICE £6,500, FREEHOLD.



HIGHCLIFFE-ON-SEA, HANTS.

MODERN RESIDENCE IN THOROUGH ORDER THROUGHOUT,

tastefully fitted and decorated; four reception, eight bed and dressing rooms, bathroom, excellent offices. Garage and man's room. Poultry house. Gas and Co.'s water. Tennis lawn and kitchen garden.

PRICE, FREEHOLD, £4,000.

Sole Agents, HANKINSON & SON, as above.

CONSTABLE & MAUDE

AUCTIONEERS, LAND AGENTS AND SURVEYORS, 2, MOUNT STREET, W.1.

'Phone: Mayfair 3683. (Facing Berkeley Square).



IN THE FINE SPORTING DISTRICT BETWEEN WINCHESTER AND ANDOVER.

THE RESIDENTIAL FREEHOLD PROPERTY,

known as

BROXTON COURT

CHILBOLTON, HANTS.

approached from a quiet parish road by drive, well timbered and shrubbed. The House contains

HALL, THREE RECEPTION ROOMS, GARDEN ROOM, ELEVEN BED AND DRESSING ROOMS, BATHROOM, AND OFFICES.

Stabling, coach-house, two cottages. Hunting, fishing and shooting available. Delightful old gardens surrounded by three paddocks; the whole amounting to about

TEN ACRES.

VACANT POSSESSION ON COMPLETION.

For SALE, Privately, or by AUCTION at Winchester House, Old Broad Street, E.C., on Wednesday, February 2nd, 1921, at 2.30 p.m.

Full details from Messrs. F. STEWART & SON, Solicitors, 25, Laurence Pountney Lane, E.C.; or from the Auctioneers, CONSTABLE & MAUDE, as above.



FOR SALE, OR TO BE LET, FURNISHED.

SOUTH COAST

Within two miles of favourite residential town.

THE HOUSE, approached by two long drives, well-arranged on two floors, contains hall, four reception, bath, fourteen bed and dressing rooms, with capital offices. High up. Good views.

CENTRAL HEATING. TELEPHONE.

Stabling. Lodge. Cottage. Man's rooms.

DAIRY. LAUNDRY. FARMBUILDINGS.

LOVELY OLD GARDENS AND GROUNDS extending to about

30 ACRES.

TO BE LET, FURNISHED, LOW RENT, OR FREEHOLD WOULD BE SOLD.

Full details from the Agents, CONSTABLE & MAUDE, as above.

DONALD HUGHES

Telephone: 2422 Park.
WEST COUNTRY ESTATE AGENT,
56, BASSETT ROAD, LONDON, W. 10.

SELECTIONS OF COUNTRY PROPERTIES SENT ON RECEIPT OF REQUIREMENTS.

Donald Hughes is seeking on behalf of clients and applicants Country Properties of all types and will be glad to hear from sellers or their representatives.

FARMS FOR SALE in Berks, Devon, Dorset, Glos., Hunts, Leics., Mon., Som., and Wilts.—Details from DONALD HUGHES, 56, Bassett Road, W. 10.

A BARGAIN IN HANTS.



£3,500 (OR NEAR OFFER).—FAMILY RESIDENCE, finely built (of red brick, with tiled roof) some 30 years ago, approached by a drive, facing south, with a fine view of the Test Valley; hall, three reception rooms, fine oak-panelled billiard room 28ft. long, with parquet floor, ten bedrooms, two bathrooms, etc.; electric light; garage with pit; Co.'s water. Attractive grounds of two acres, paddock, and two cottages if required.—DONALD HUGHES, 56 Bassett Road, W. 10.

£2,850.—N. DEVON (one mile from station).—COUNTRY HOUSE, 450ft. up, amidst beautiful scenery; in grounds of about five acres; hall, three reception rooms, billiard room, six bedrooms, bath, servants' hall, etc.; petrol gas, central heating; light soil; six-roomed cottage, garage, stabling; gardens, orchards, and pasture; fishing and hunting.—DONALD HUGHES, 56, Bassett Road, W. 10.

BATTAM & HEYWOOD

ESTATE AGENTS, AUCTIONEERS & SURVEYORS,
20, DAVIES STREET, BERKELEY SQUARE, W. 1.
Tel. Mayfair 1289. Established 1837.



DORKING (near; Surrey).—Splendid detached RESIDENCE, charmingly situated in open country and commanding lovely views. The accommodation comprises three reception rooms, seven bed and dressing rooms, bath, etc.; in excellent repair. Nice grounds, one-and-a-quarter acres in extent, with tennis court; exceptionally fine stabling and garage with rooms over, well removed from the House. The district is well known for its social amenities. Golf courses within easy reach. Price £3,300, Freehold.—Inspected and very strongly recommended by BATTAM & HEYWOOD, as above.
(Folio 1902.)

BRUTON, KNOWLES & CO.

ESTATE AGENTS,
SURVEYORS AND AUCTIONEERS,
ALBION CHAMBERS, KING STREET,
Telegrams: "Brutons, Gloucester." GLOUCESTER.
Telephone: No. 967 (two lines).

GLOUCESTERSHIRE.

FOR SALE, a CHOICE RESIDENTIAL PROPERTY, situate in a picturesque village about two-and-a-half miles from Gloucester, comprising a MOST ATTRACTIVE RESIDENCE, approached by a carriage drive with entrance lodge, and containing outer and inner halls, three reception, billiard, sixteen bed and dressing, two bath, etc.; with ELECTRIC LIGHT, CENTRAL HEATING, and GOOD WATER SUPPLY.

STABLING. GARAGE. BADMINTON COURT. THREE COTTAGES. FARMERY.

Delightful and well-timbered grounds and plantations, excellent kitchen gardens, and enclosures of pastureland and pasture orcharding; in all over 32 ACRES.

PRICE £8,000, FREEHOLD.

Further particulars of BRUTON, KNOWLES & CO., Estate Agents, Gloucester. (W 119.)

SOUTH SHROPSHIRE (two miles from the historic town of Ludlow).—A charming medium-sized MANSION known as "Ashford Hall," for SALE by Private Treaty. It is beautifully positioned in the midst of well-timbered grounds, with gardens, stabling, outbuildings, two cottages, meadows and orchards and woodland; the area of the whole being 38a. 0r. 25p. The accommodation includes main hall, dining room, drawing room, smoking room, boudoir, and domestic offices, fourteen principal bed and dressing rooms, five servants' bedrooms, also extensive cellaring. There is an ornamental pool stocked with trout and bordered by nicely laid-out gardens and walks. The kennels of the Ludlow Hunt are within two miles. If desired, more land could be had. Possession can be given at March 25th, 1921.—For further particulars apply to Messrs. MORRIS, MARSHALL & POOLE, Ludlow, Shropshire.

E. J. CARTER BANKS & BENNETT

AUCTIONEERS & ESTATE AGENTS, 7, LONDON ROAD, TUNBRIDGE WELLS, KENT
6, HIGH STREET, CROWBOROUGH (SUSSEX), and LONDON. ESTABLISHED 1797.

E. J. CARTER BANKS & BENNETT ARE THE AGENTS FOR THE PRINCIPAL ESTATES, RESIDENTIAL PROPERTIES, FARMS AND LAND IN TUNBRIDGE WELLS, CROWBOROUGH, KENT, SURREY AND SUSSEX TO BE LET, FURNISHED OR UNFURNISHED, OR TO BE SOLD.

TUNBRIDGE WELLS.—To be SOLD, a delightful RESIDENTIAL PROPERTY, standing in its own grounds of about two acres, with first-class stabling. The accommodation comprises entrance hall, three reception rooms, nine bedrooms, bathroom and the usual offices. The grounds are prettily dispersed in lawns with tennis lawn and kitchen garden, and there are two glasshouses.—Details on application to CARTER & CO., as above.

TUNBRIDGE WELLS (on the outskirts).—To be SOLD, a delightful RESIDENCE, containing entrance hall, three reception rooms, ten bedrooms, two dressing rooms, bathroom, and the usual offices, together with first-class stabling and beautiful grounds, including tennis courts, kitchen garden, and paddock; in all about six acres.—Details on application to CARTER & CO., as above.

TO BE SOLD.

PENSHURST.—A delightful RESIDENCE occupying an exceptionally beautiful position commanding glorious views. The accommodation afforded includes entrance hall (gentleman's lavatory off of same), drawing, dining and morning rooms, exceedingly well arranged domestic offices, including servants' hall, etc., principal and secondary staircases, good cellarage; electric light, Company's water, main drainage; stabling, harness room, coach-house, and garage, two cottages, glasshouses; prolific kitchen garden, beautiful grounds and pastureland; in all about 30 ACRES.—Price on application to CARTER & CO., as above.

TO BE SOLD, a capital RESIDENCE, situate about four miles from Tunbridge Wells, and only half-a-mile from a station; four reception rooms, ten bedrooms, bathrooms, etc. Beautiful grounds, including tennis lawn, well stocked kitchen garden, and paddock; stabling and coach-house.—Particulars from CARTER & CO., as above.

CHIPPENHAM (Wilts.).—To be SOLD, an unique example of the DOMESTIC GOTHIC ARCHITECTURE of the XIVth century; great hall, three reception and seven bedrooms, three bathrooms, etc.; two cottages and land; in all about 35 acres.—Details from CARTER & CO., as above.

HEATHFIELD (Sussex).—To be SOLD; approached by long carriage drive in very pretty grounds of about four acres; three reception rooms, seven bedrooms, two baths, etc.; gas, water, and telephone; garage.—Details from CARTER & CO., as above.

AN EXCEEDINGLY MODERATE PRICE will be accepted for a very beautiful ESTATE of some 400 acres, within easy distance of Tunbridge Wells. The Residence is of good proportions and suited to a family. There is first-class stabling, glasshouses, charming ornamental grounds, kitchen garden and heavily timbered parkland. The district is a first-class social one, and the country is some of the most delightful possible.—Details from CARTER and CO., as above.

TO BE SOLD.

BORDERS OF KENT AND SUSSEX (in beautiful country, and standing in charming grounds with miniature park; in all about 40 acres).—A Georgian RESIDENCE, comprising entrance hall, four reception rooms, twelve bedrooms, four dressing rooms, bathroom (h. and c.), and excellent offices; stabling, coach-house, and garage; Company's water, gas. The House is of old brick, dated 1720, with additions about 28 years since, and it is a thoroughly comfortable home. The grounds are particularly attractive, the garden being well known as one of the most charming in the neighbourhood, with lovely views, very fine timber, and a profusion of flowering shrubs, tennis lawn, wild wooded dell, old-fashioned flower garden, walled kitchen garden, greenhouses, and peach-house.—Price on application to CARTER & CO., as above.

KENT.—Historical, Residential, beautifully timbered Freehold PROPERTY, comprising a charming old Tudor Residence of dignity and character, full of old-world charm, having old oak panelling and other characteristics, containing twelve bedrooms, bathroom, suite of reception rooms, together with grounds charmingly timbered with ornamental trees, simply and yet effectively disposed in tennis and croquet lawns, grand avenue of lime trees, terrace and woodland walks; the total extent being about 76½ acres. Much reduced price to effect an immediate Sale.—Details from CARTER & CO., as above.

TO BE SOLD, a charming old JACOBEAN RESIDENCE, close to a station and village, and situate in a beautifully timbered park, approached by a carriage drive with lodge at entrance; three reception and billiard room, ten bedrooms, bathroom, housekeeper's room, servants' hall, etc.; central heating, Company's water; stabling and garage, bailiff's house, two cottages, and range of farm-buildings; lovely grounds, partly walled kitchen garden, tennis lawn, and farmland; in all about

130 ACRES.

Details from CARTER & CO., as above.

ESTABLISHED 1845.

REBBECK BROS.

TELEPHONE: 298 & 2203.

GERVIS PLACE, BOURNEMOUTH

TO BE LET ON LEASE, UNFURNISHED.

£300 PER ANNUM.—COMMODIOUS OLD-FASHIONED COUNTRY RESIDENCE, delightful situation on the outskirts of the New Forest. Accommodation on two floors: three reception rooms, eleven best bedrooms, two dressing rooms, two bathrooms, six servants' bedrooms; good stabling and garage.

CHARMING GROUNDS OVER TEN ACRES.

IMMEDIATE POSSESSION.

DORSET.

Five miles from Bournemouth, and near village.

ATTRACTIVE MODERN RESIDENCE, in good garden of three-quarters of an acre; two sitting rooms, five bedrooms, bathroom, kitchen, and offices.

PRICE, £1,850, FREEHOLD.

IMMEDIATE VACANT POSSESSION.

HAMPSHIRE.

Within easy reach of Southampton and Romsey.

CHARMING MODERN HOUSE, well built and nicely fitted; three reception rooms, six bedrooms, bathroom, and offices; garage and cottage; garden, three-quarters of an acre. Leasehold, 999 years, ground rent, £6 per annum. PRICE £2,500. Possession on completion. Small paddock adjoining could be acquired.

NEW FOREST.

In the centre of the hunting district; near picturesque village, three miles railway station.

MODERN COTTAGE RESIDENCE, with two sitting rooms, three bedrooms, dairy, and offices; stabling and farmbuildings; four acres of land (three-and-a-half pasture).

PRICE £2,000, FREEHOLD.

IMMEDIATE VACANT POSSESSION.

MESSRS. CRONK,

ESTATE AGENTS AND SURVEYORS,
KENT HOUSE, 1B, KING STREET, ST. JAMES'S, S.W., and SEVENOAKS, KENT.
Established 1845. Telephones, 1195 Regent, 4 Sevenoaks.



Picturesquely situate on the southern slope of Crockham Hill, commanding lovely views; about one-and-a-half miles from Edenbridge Station and near village, church and post.

TO BE SOLD, the above charming stone-built RESIDENCE, delightfully placed in grounds of about 40 acres, approached by a carriage drive, and containing ten bed and dressing, bath, billiard and three reception rooms, etc.; stabling, coach-house, farmbuildings and cottage; well-timbered pleasure grounds, tennis lawn, kitchen garden, orchard and paddocks.—Apply Messrs. CRONK, as above.

HARRIE STACEY & SON

AUCTIONEERS AND ESTATE AGENTS
REDHILL, REIGATE & WALTON HEATH, SURREY.



REIGATE (in a glorious position, 500 ft. up with south aspect; station a mile).—To be SOLD, this perfectly appointed substantial RESIDENCE, with over FIVE ACRES of lovely grounds.

Fourteen bed, three bath, five reception; lodge; garages, stabling room; electric light, central heating; all in perfect order. IMMEDIATE POSSESSION. PRICE £12,000.

Apply as above.

BOURNEMOUTH:
JOHN FOX, F.A.I.
ERNEST FOX, F.S.I.
WILLIAM FOX, F.S.I.

FOX & SONS
LAND AGENTS, BOURNEMOUTH

SOUTHAMPTON:
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Telegrams:—
'Homefinder," Bournemouth'

SUSSEX

IN THE BEAUTIFUL ASHDOWN FOREST DISTRICT. A GENUINE BARGAIN.



"FEN PLACE"

EAST GRINSTEAD, SUSSEX.

AN EXCEPTIONALLY CHOICE AND VALUABLE FREEHOLD RESIDENTIAL ESTATE, commanding magnificent views, within a mile-and-a-half from Kingscote Station, and three miles from the market town of East Grinstead. 20 BED AND DRESSING ROOMS, FOUR BATHROOMS, SIX RECEPTION ROOMS. BEAUTIFUL OLD GARDENS with lawns and shrubberies, prolific walled kitchen garden, range of glasshouses; Home Farm and buildings, five cottages.

OWN ELECTRIC LIGHT INSTALLATION. ORNAMENTAL LAKE WITH BOATHOUSE.

TOTAL AREA 348 ACRES. PRICE £25,000, FREEHOLD.

INCLUDING A LARGE QUANTITY OF VALUABLE TIMBER.

Possession on completion of the purchase. More land can be had if required.

FOX & SONS, Land Agents, Bournemouth.



UNIQUE OPPORTUNITY.

"WOODBURY," BOURNEMOUTH

A DELIGHTFUL PROPERTY, occupying the very finest position ON THE WELL-KNOWN EAST CLIFF, commanding uninterrupted views of the sea, and within a few minutes' walk of the Pier and the Square.

The accommodation comprises twelve bed and dressing rooms, three bathrooms, three reception rooms, lounge hall, loggia with palm lounge, complete domestic offices, mahogany doors throughout, oak floors.

MOTOR GARAGE. WORKSHOP.
CHARMING GROUNDS.
CENTRAL HEATING. ELECTRIC LIGHT.

PRICE £12,000.

The whole is held on Lease, having about 91 years unexpired, at a ground rent of £60 per annum.

Sole Agents, FOX & SONS, 44–50, Old Christchurch Road, Bournemouth.



HAMPSHIRE

FOX & SONS are favoured with instructions to offer for SALE by AUCTION early in the New Year (unless previously disposed of by Private Treaty), the commodious attractive FREEHOLD PROPERTY, known as

"ARNEWOOD TOWERS," SWAY.

The accommodation comprises twelve bedrooms, three bathrooms, five reception rooms, spacious lounge hall, billiard room, complete domestic offices.

The delightful old PLEASURE GROUNDS, which are intersected by a trout stream, are fully matured, and include tennis court, rosery, lawns, fruit and vegetable garden, miniature park, and woodland; in all about

23½ ACRES.

STABLING. GARAGE. LODGE. COTTAGE. OUTBUILDINGS.
OWN ELECTRIC LIGHT INSTALLATION.

Further particulars on application to the Auctioneers, 44–50, Old Christchurch Road, Bournemouth; or of Messrs. HEWITT & CO., Land Agents, Lymington.



DORSET

ABOUT THREE MILES FROM STURMINSTER NEWTON AND SHAFTESBURY.

A WELL-BUILT DETACHED COUNTRY RESIDENCE, standing in a fine position, and commanding excellent views of the surrounding country. The accomodation comprises

SIX BEDROOMS. BATHROOM. TWO RECEPTION ROOMS.
KITCHEN AND COMPLETE OFFICES.
STABLING AND COACH-HOUSE.
KITCHEN GARDEN. ORCHARD. PADDOCK;

in all about

TWO ACRES.

PRICE £2,000, FREEHOLD

FOX & SONS, Land Agents, Bournemouth.

FOX & SONS, BOURNEMOUTH (SIX OFFICES); AND SOUTHAMPTON

Telegrams: "Teamwork, Reg, London."
Telephone: Gerrard 6037.

NORFOLK & PRIOR

131, REGENT STREET, W. 1.

Auctioneers, Surveyors, Land Agents.



A GENUINE STONE-BUILT ELIZABETHAN FARMHOUSE.

HANTS

UNDER 46 MILES FROM TOWN.—A fine old HOUSE converted into a gentleman's Residence, but with all its interesting features preserved, including timbered ceilings, open fireplaces, and mullioned windows. *Fine lounge hall, two reception rooms, loggia, ample offices, nine bedrooms, three bathrooms, every modern convenience; central heating, service lift, telephone; long drive, lodge, four cottages, garage, farmery.* Beautifully timbered grounds, inexpensive gardens, productive kitchen garden, orchard, pasture, woodland, and trout stream; in all some 80 ACRES. Reduced price. Freehold, with possession.—Inspected and recommended by Sole Agents, NORFOLK & PRIOR, 131, Regent Street, W. 1, at whose offices a series of photographs may be inspected. (4038.)



SUFFOLK

In a fine shooting district only two-and-a-half hours from Town.

AN OLD-WORLD PROPERTY OF GREAT CHARM.

built of brick, with a creeper-clad elevation.

The accommodation includes

hall, four reception rooms, sixteen beds, and two baths; modern stabling for seven, coach-house and garage, with five rooms over; conservatory, winery; electric light, gas; sandy soil.

Shooting over 300 or more acres if desired. Three-and-a-half acres of beautiful well-timbered, old-world gardens, including tennis and other lawns, flower beds, about one acre of young orchard, and one acre of kitchen garden.

£5,500. FREEHOLD.

Inspected by Sole Agents, NORFOLK & PRIOR, who have photographs. (10,008.)

JAMES STYLES & WHITLOCK

LONDON AND RUGBY.

44, ST. JAMES' PLACE, S.W.1.
Telephone: 3493 Gerrard.

BANK STREET, RUGBY.
Telephone: 70 Rugby.

ONE-AND-A-QUARTER HOURS NORTH OF LONDON.

A CHARMING OLD MANOR HOUSE.

ELECTRIC LIGHT AND ALL CONVENIENCES.

£4,500 FREEHOLD.—The HOUSE stands high up in grounds of three acres, and contains three reception rooms, billiard room, twelve bed and dressing rooms, and bathroom, etc.

STABLING AND GARAGE.

Details of JAMES STYLES & WHITLOCK, 44, St. James's Place, S.W. 1. (L 988.)

NORTHANTS & LEICESTER BORDERS.

Three miles from main line station.
TO BE LET, UNFURNISHED, ON LEASE, OR WOULD BE SOLD.

A VERY CHARMING OLD RESIDENCE, completely fitted, containing four reception rooms, about twelve bedrooms, and servants' accommodation, three bathrooms, and complete offices; first-rate stabling, garage, and men's accommodation; electric light, central heating. Small HOME FARM; in all nearly

100 ACRES.

Very highly recommended by JAMES STYLES and WHITLOCK, 44, St. James' Place, S.W. 1, and Bank Street, Rugby.

A CHARMING HOLIDAY HOUSE IN DEVON

NEAR MAIN LINE STATION.

FOURTEEN MILES FROM EXETER.

ELIZABETHAN HOUSE, DATED 1603; hall 17ft. by 16ft., dining room 18ft. by 15ft., drawing room 18ft. by 15ft., cloakroom and lavatory, seven good bedrooms and one dressing room, fitted bathroom; radiators to principal rooms; stabling and coach-house.

DELIGHTFUL OLD GROUNDS,

walled fruit garden, etc. Electric light available shortly. A REAL OPPORTUNITY AT 3,000 GUINEAS.

JAMES STYLES & WHITLOCK, 44, St. James's Place, S.W. 1. (L 1027.)

ON THE COTSWOLDS.

AGRICULTURAL AND RESIDENTIAL ESTATE of about

1,000 ACRES,

with

TYPICAL STONE FARM MANOR HOUSE, in one of the most beautiful districts of Gloucestershire. TWO LARGE FARMHOUSES ARE INCLUDED, one being in hand, and in every way suitable to a gentleman's occupation.

About half the land is at present Let.

Details of JAMES STYLES & WHITLOCK, 44, St. James' Place, S.W. 1, and Bank Street, Rugby.

OXON AND BUCKS BORDERS.

400FT. ABOVE SEA LEVEL, ON GRAVEL.
NEAR MAIN LINE STATION.
ONE-AND-A-QUARTER HOURS FROM LONDON.

RESIDENTIAL AND AGRICULTURAL ESTATE of 336 acres, including a completely equipped modern Residence containing panelled hall, three reception rooms, eleven bedrooms, two bathrooms, and excellent offices; electric lighting; exceptional garage, stabling, and modern cottages, model farmery; rich pasture and arable lands; the whole Estate being complete in every way and in first-rate order.

JAMES STYLES & WHITLOCK, 44, St. James's Place, S.W. 1, and Bank Street, Rugby. (L 939.)

NORTHANTS.

CENTRE OF A FAMOUS HUNT.

£6,000 WITH 90 ACRES.

THE RESIDENCE occupies a very fine situation, about 500ft. above sea level, and contains four reception rooms, eleven bedrooms, two bathrooms, and first-rate offices.

AMPLE STABLING AND OUTBUILDINGS.

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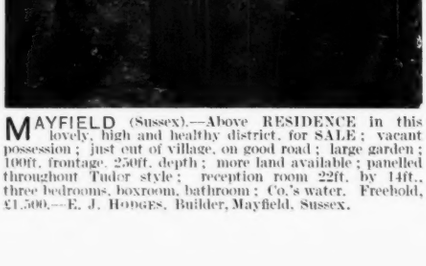
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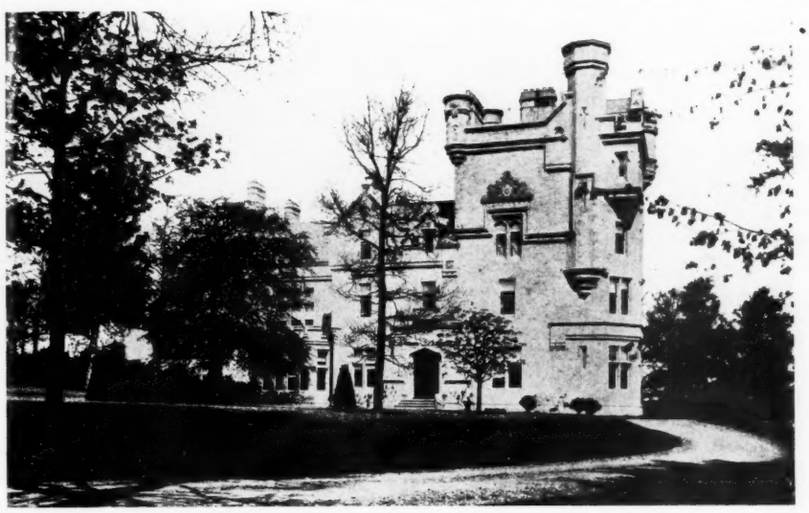
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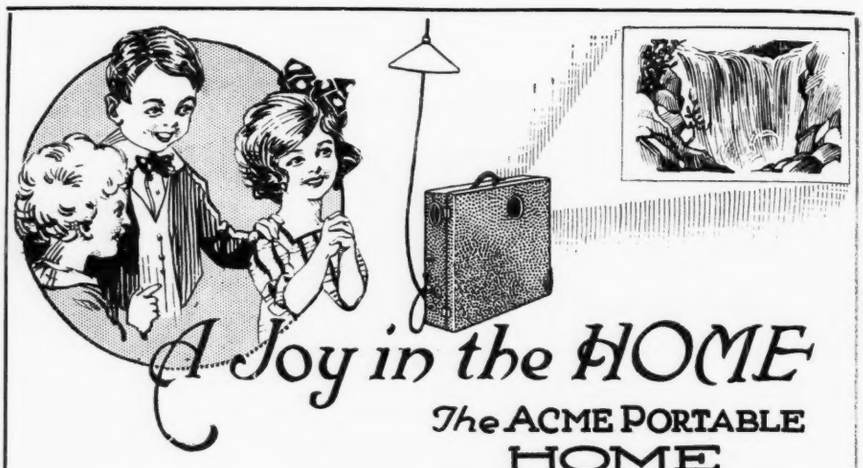
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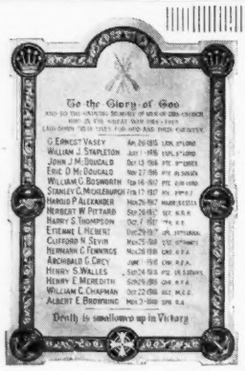
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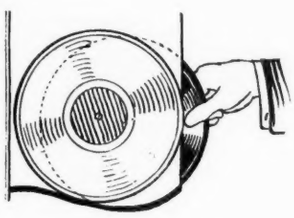
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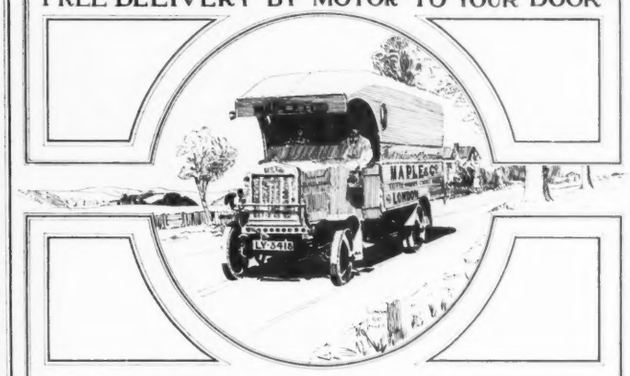
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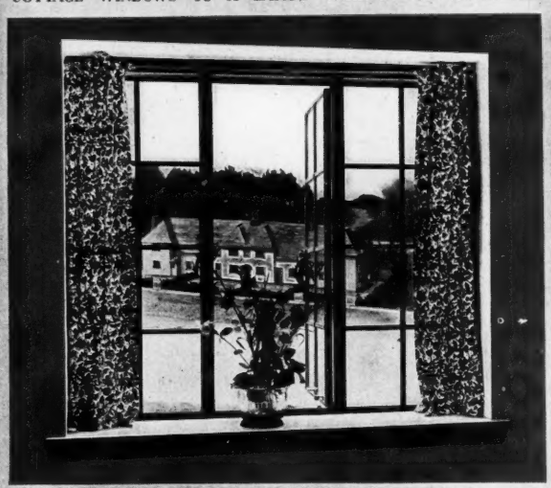


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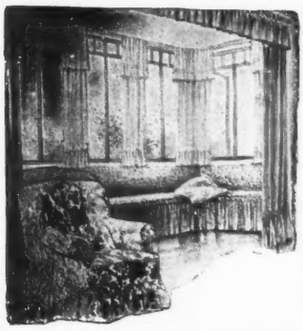


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(*Continued on page xliii.*)

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Continued from page xlii.

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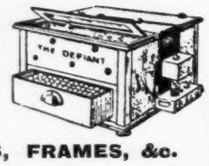
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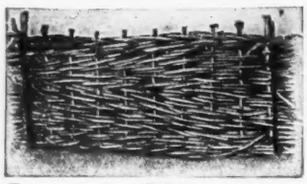
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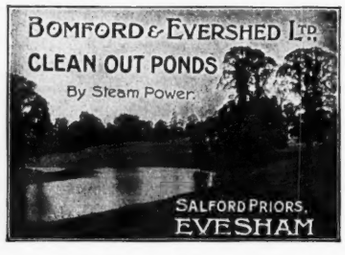


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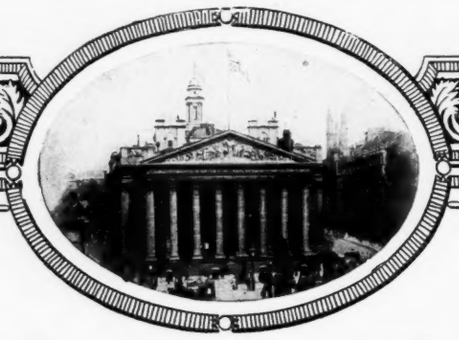
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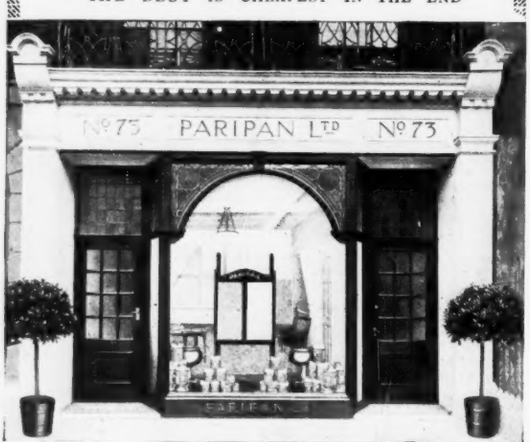
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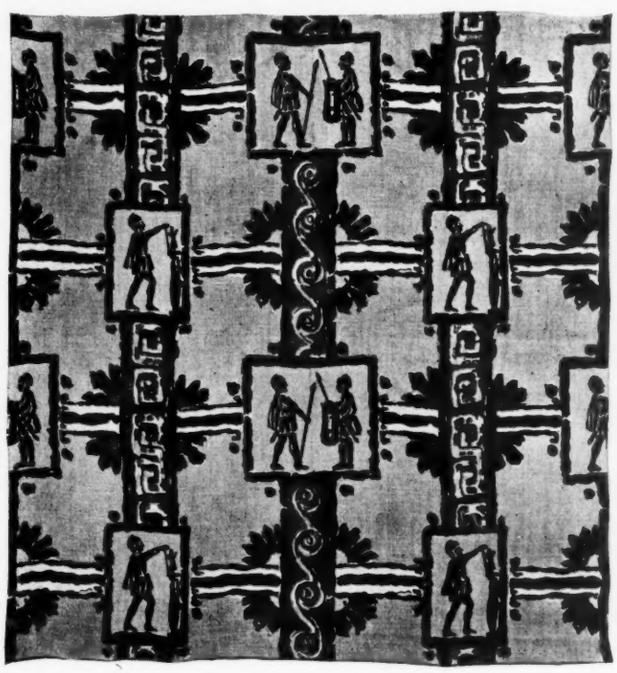
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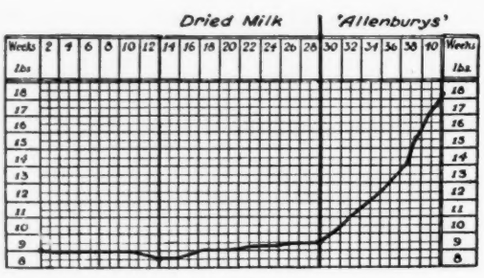
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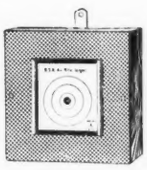
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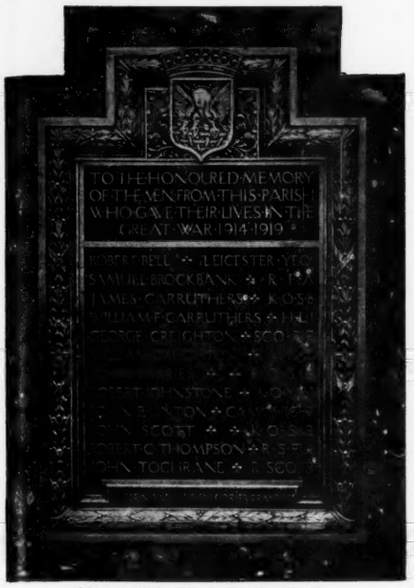
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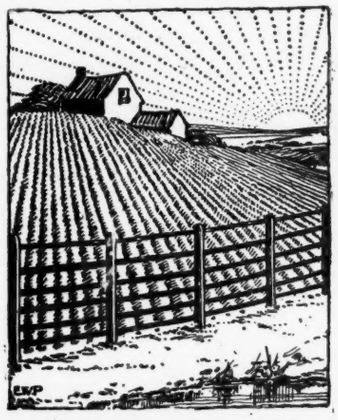
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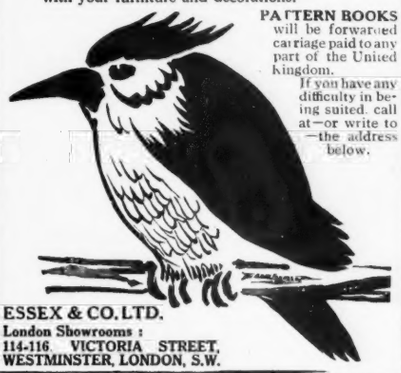
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COUNTRY LIFE

DEC. 25TH, 1920.



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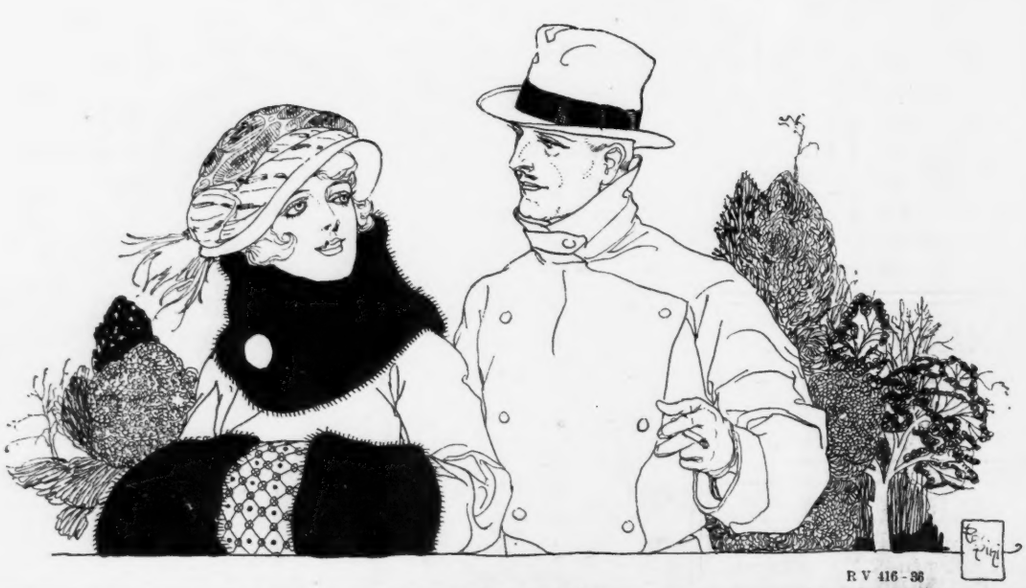
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Printed by HUDSON & KEAP S, LIMITED, Hatfield Street Works, Stamford Street. S.E. 1, and Published by "COUNTRY LIFE," LIMITED, at 20, Tavistock Street, Strand, W.C. 2, and by GEORGE NEWNES, LIMITED, 8-11, Southampton Street, Strand, W.C. 2.

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